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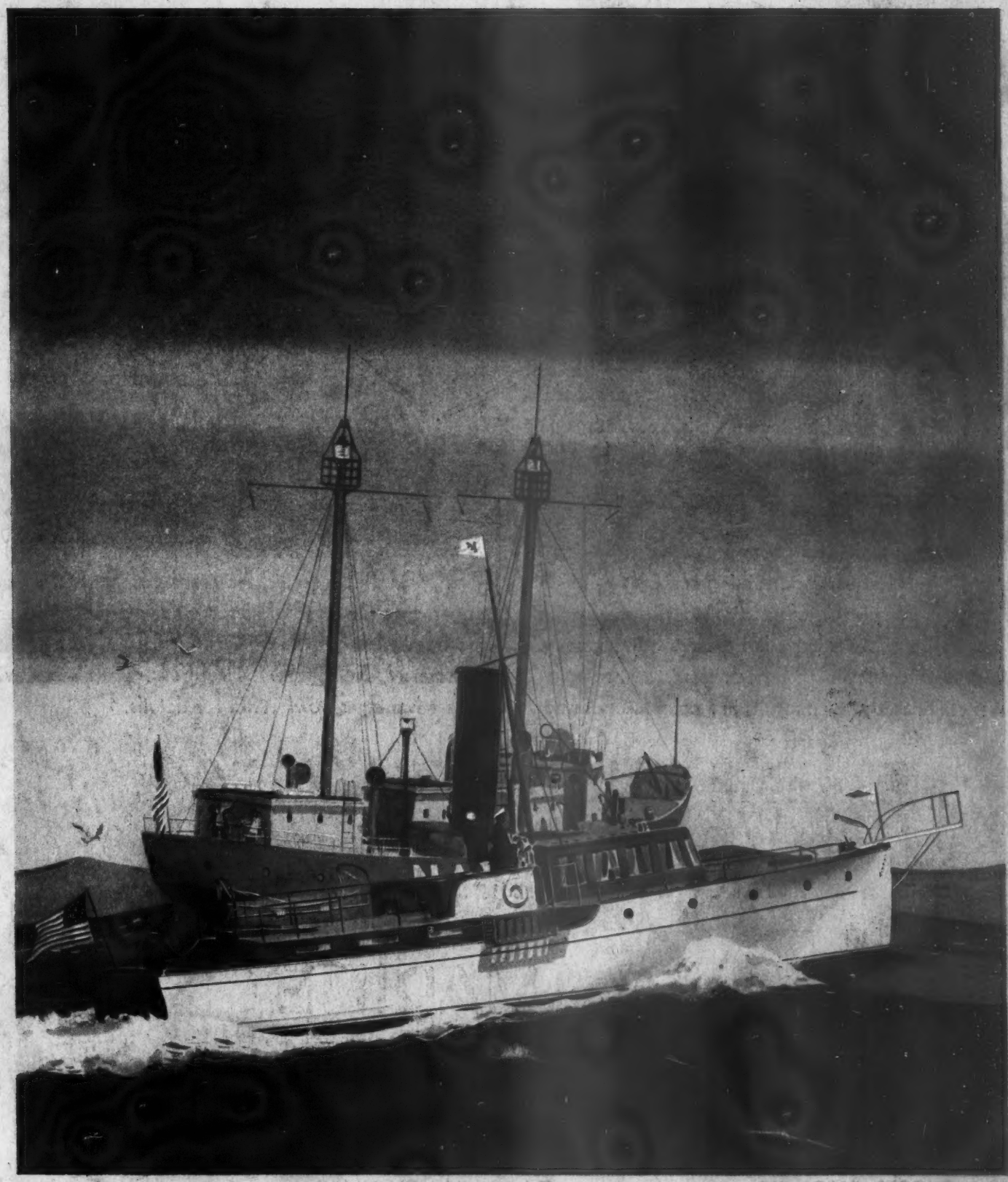

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WITH "SEA FOX" IN THE WEST INDIES . . . . . *By Robert R. Ince*

FITTINGS—GOOD AND BAD . . . . . *By Robert N. Bavier, Jr.*

"The Smooth, Quiet Operation of My New BUDA-LANOVA Diesel Is *INCOMPARABLE*"*

**(Taken from one of the many letters in our files from enthusiastic BUDA-LANOVA Diesel owners.)*

AGAIN we find a boat owner who endorses the proved performance of Buda-Lanova 4-cycle Diesel Marine Engines. What more convincing proof of the dependability and preference of Budas than voluntary statements like this? And it is easy to understand why this yachtsman has discovered that his Diesel gives him incomparably smooth, quiet operation — the answer lies in the Buda-Lanova "Low Pressure" type of combustion.

The difference between low and high pressure combustion is, in effect, the difference between striking an engine's pistons a sharp sledge-hammer blow, or exerting a slow, steady push to turn the crankshaft. With Buda-Lanova "low pressure" combustion, the usual strain and shock to pistons, rods, and crankshaft is eliminated, which results in a completely smooth flow of power, with an absolute minimum of wear and tear on all reciprocating parts. These are the reasons why Budas last longer — and why Buda-Lanova Diesel powered boats are free from vibration, noise, and smoky exhaust. If you want economical, dependable Diesel power at its best, investigate Buda advantages *now!* Write for details.

THE BUDA COMPANY

Marine Division B

HARVEY (CHICAGO SUBURB) ILLINOIS

BUDA MARINE ENGINES

BACKED BY 13 YEARS OF DIESEL MARINE EXPERIENCE

DIESEL ENGINES from 20 to 200 H.P. • **GASOLINE ENGINES from 25 to 125 H.P.**

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T. T. Morehead

Club launches and dignitaries at the annual race committee regatta off the Riverside Y.C., in September. *(See page 91)*

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AROUND THE CABIN LAMP

Bunker Fire

E FETCHED the entrance to Rio with the shovels scraping the bottom of the bunkers, and steamed past Sugar Loaf to port just as our sister ship, the *East Falcon*, pulled out bound south. She looked lousy! As if someone had wiped her nose and smeared it all over her. After we anchored in the harbor, we heard she'd come in a week before, with her bunkers on fire. They'd drowned her out, discharged the soaking wet coal into lighters, and sent her on about her business.

Our ship, the *East Eagle*, was a fine, big tramp, just now out of River Plate ports for Antwerp with a cargo of linseed and hides. We put into Rio under orders to bunker (they wouldn't give us coal in B.A.; if they had, this wouldn't be written) and to pick up some bagged coffee. We lay out in the stream and the coffee came alongside in lighters on the port side, while they loaded coal from another bunch of lighters on the starboard.

I was third mate on this packet and, as we were in only for overnight, the second sprang rank on me and I had to stay aboard and check the coffee into the after holds. I was kept on the jump so I didn't see the coal coming on board till I went for'd for chow. Then I took a squint over the side. The coal was steaming in the hot sun — I didn't like the look of it.

I met the chief engineer at the door of the officers' mess.

"Where'd that coal come from, Chief?" I asked.

"Off the *East Falcon*," he told me.

"Holy Moses! And ten days to the next port. How come you let 'em put that stuff aboard?"

The chief was a pretty tough egg and didn't let many put it over on him. And I know that was pretty fresh talk from a third mate to a chief engineer, but we always got along fine and went ashore together on a bender once in a while, so I knew he'd take it.

"Sonny," he says — he was a lot older than I — a tall, gaunt Yankee named Fox, and better than any Scotch engineer that I'd ever been shipmates with. "Sonny," he says, "when you've been at this game as long as I have, you'll do a lot of things to keep your billet — if you have to feed a family. We had to take this coal — or else! That's what the big shot ashore told us."

I'd heard of such things before, but I'd heard of spontaneous combustion in wet coal, too, though I'd never been shipmates with it, and I didn't want to be! And I couldn't get the idea out of my head that the bunkers were bang up against the bulkhead of number two hold, and that hold was chock full of nice, juicy, oily linseed — in bulk! How do you like those potatoes?

We steamed out of Rio in fine, clear, calm weather, with the heat waves shimmying up off the steel decks. The Old Man didn't look too cheerful but he didn't say anything. Neither'd anybody else, of course — about the coal, I mean — and there were just as many wise cracks around the mess table as usual. Only, whenever a silence came, somebody'd open up his mouth and say something, as if he didn't like the quiet and wanted to keep the talk going.

Everything was jake for the first few days and we were beginning to feel pretty good; the Old Man even made a crack at the Chief about how we'd get there sooner if they kept steam up better down below, which showed he was feeling good, too. Then, one afternoon, when I came off watch (being third, I had the twelve to four) and started down the bridge ladder, there was the Chief, sitting on the coaming of the 'midships hatch. The hatch was open, and he was looking down into it. There seemed to be a sort of dirty grey mist hanging around the opening.

"Howya doing, Chief?" I asked, offhand like.

"Fine, Sonny."

"Yeah . . . who's smoking down below?"

"Oh, just a bit of smoke out of the port bunker."

"Swell! And what do we do next?"

"Well, you'd better turn in for a bit. After you've had your chow, you might give us a hand down below."

"Is it bad?"

"Not yet. And I don't aim to let it get bad if I can help it."

"O.K. Chief," I said, and went along to my room. But hell, I couldn't sleep. It's all right to be tough and pass it off when there's anybody around but, when you get down in your bunk by yourself, you think of that little wisp of smoke and somewhere down below a red hot spot in the coal, getting bigger and bigger and eating its way toward that linseed — No sleep for this *hombre*.

I tossed around for a while, then turned out, soaked a towel in water, and took it down below with me to the engine room. It smelled pretty bad down there and there was some smoke. But that wasn't anything to what it was in the stokehold! At first, I couldn't see for the smoke in that dark cavern, and at the first whiff I wrapped that wet towel around my mouth and nose — quick! Then somebody opened the door of a furnace and I could see him through the swirl as he heaved in shovelful after shovelful of coal. I could see it was the bosun and I knew things weren't so good if they had him stoking. He wasn't much to look at but now his short, hairy body and long arms were black with coal, except where sweat had run down and made long, wiggly streaks of dirty brown.

Then another door opened, right next me, and a puff of air down the ventilator thinned the smoke a bit, and for a couple of minutes I could see the whole bloomin' works. Five men lay sprawled against a bulkhead, passed out cold — or maybe you'd say hot! Over to port I could see the passageway to the bunker where the fire was, and coal coming out of it in a steady stream, and smoking! Alongside the opening stood the Chief, and he looked as if he'd been taking his turn at coal passing along with the rest.

The man at the near fire box straightened up and saw me. It was "Hinglish 'Arry" as we called him, the toughest guy in the Black Gang, and his knees were bucklin' under him.

"Hey, you ruddy Mate," he bellowed, through his mouth cloth, "you lookin' for work or just down from 'Eaven t'see wot 'Ell's like!"

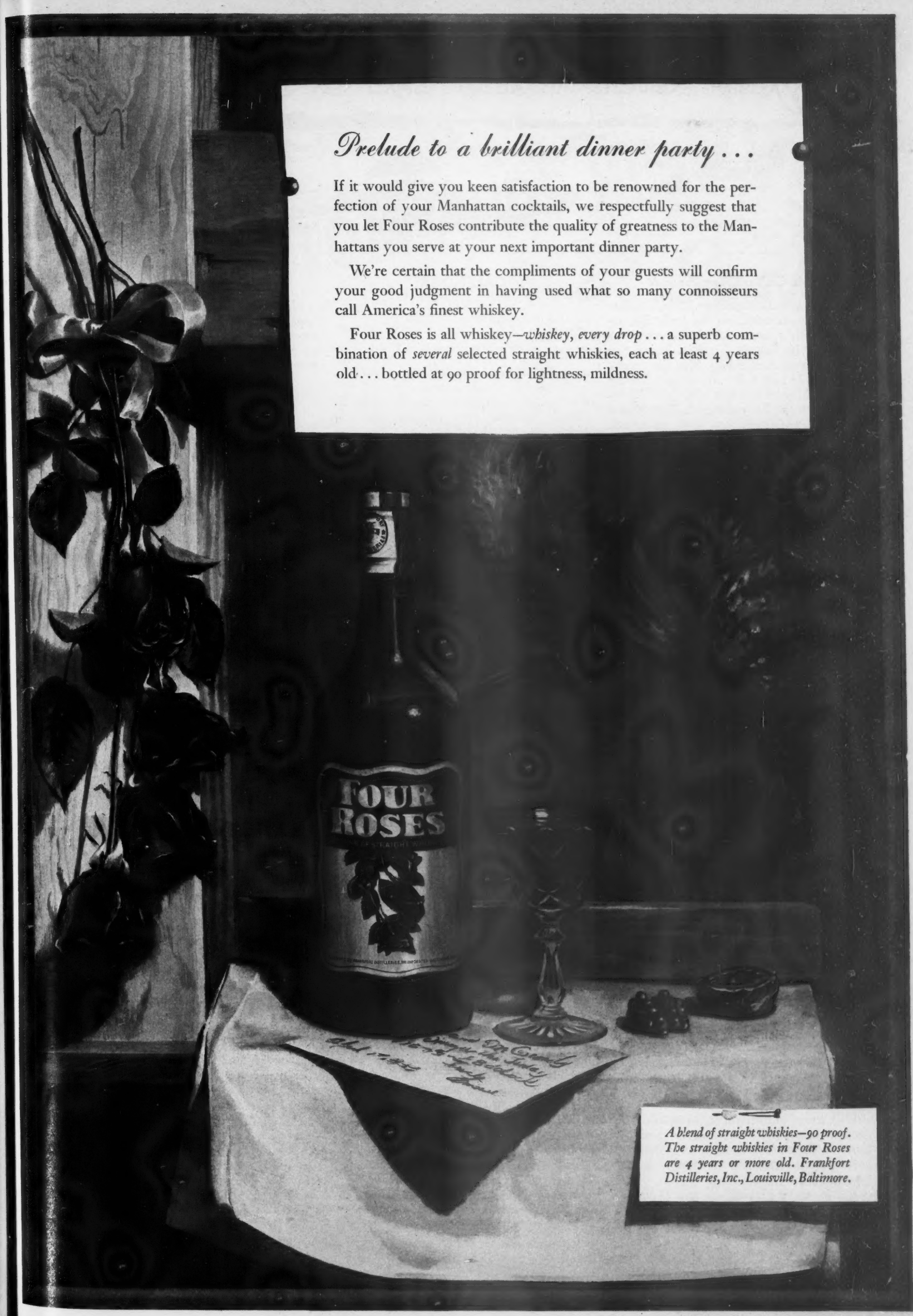
Hearing him, the Chief turned and came over. "Here, Mister," he said, "slap these on or you'll get blinded."

He shoved a pair of rim tight goggles at me and I didn't take long to put them on; my eyes were beginning to run.

"Get over there in the bunker," the Chief told me, "and pass coal like Hell!"

I couldn't get in first off, because they were carrying a man

(Continued on page 103)



Prelude to a brilliant dinner party . . .

If it would give you keen satisfaction to be renowned for the perfection of your Manhattan cocktails, we respectfully suggest that you let Four Roses contribute the quality of greatness to the Manhattans you serve at your next important dinner party.

We're certain that the compliments of your guests will confirm your good judgment in having used what so many connoisseurs call America's finest whiskey.

Four Roses is all whiskey—*whiskey, every drop* . . . a superb combination of *several* selected straight whiskies, each at least 4 years old . . . bottled at 90 proof for lightness, mildness.

A blend of straight whiskies—90 proof. The straight whiskies in Four Roses are 4 years or more old. Frankfort Distilleries, Inc., Louisville, Baltimore.

New Club on Rappahannock

THE formation, last summer, of the Urbanna Sailing Association, on the lower Rappahannock River, has established a new focus of sailing in Eastern Virginia. Thirty-five or so sailboat fans, mostly from the nearby city of Richmond, have been responsible for the launching of the new club, and it, together with the Rappahannock River Yacht Club, at Irvington, has had races and regattas that have been highly successful. Going into its first winter, the new organization has more than twenty boats in its fleet and looks forward to its second summer with eager anticipation.

\+ + +

Wanted: A WPA Lake

When the freshmen of Hamilton College got together at Clinton, N. Y., this fall, and submitted to the usual questionnaire, it was discovered that eighteen gave their hobby as sailing; two as yachting (What is this invidious distinction that obtains in the Rainwater Belt?); one as navigation, and one as model boatbuilding. As Hamilton is many miles from the nearest body of water, it looks as if our affectionate Uncle Sam would have to wave his wand and make another little lake. Otherwise, all but the model boatbuilder in this ambitious and exemplary class will have to wait four long years for the full fruition of their dreams.

\+ + +

Steward's Class at Vocational High

We have just had an invitation from Joseph W. Schellings, instructor in seamanship at New York's Metropolitan Vocational High School, to come down at lunch time and sample the fleshpots. Seems that the course in maritime occupations which was added to the school's curriculum a couple of years ago has been going along with great success, and that it is now being broadened by instruction in the occult arts of deep sea cooking and serving. Thanks for the invitation, Joe. We'll be down one of these days, about three in the afternoon. Next year we'll be a regular noontide visitor.

\+ + +

Bermuda Gets a Yachting Governor

With the recent arrival at Bermuda of the new Governor, Major General Sir Denis K. Bernard, the yachtsmen of those islands will have a keen supporter of the islanders' favorite sport, yacht racing.

A keen sailor himself, the new Governor is having sent out to Bermuda one of the International One-Design Class sloops, named *Westra*, and he expects to race her himself. This is welcome news also to American yachtsmen and, when the sailors of the class from the United States next visit Bermuda, His Excellency is likely to be found at the tiller of his yacht to try conclusions with the American team.

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CALENDAR

1940

February 10 — Lipton Cup Race, Miami, Fla.
February 13 — Eighth Annual Miami-Nassau Race, Miami, Fla.
March 9 — St. Petersburg-Habana Race, St. Petersburg, Fla.

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A.P.B.A. Reëlects

There is a recurrent danger zone in the life of a monthly magazine — the same being the interim between going to press and coming to the hands of the readers — and it is in this danger zone that the American Power Boat Association has seen fit to hold its annual election of officers. The ticket slates the present incumbents, John A. Remon, of Washington, D. C., as the Association's new president, with C. King Brugman, of Los Angeles, senior vice president, Douglass C. Fonda, of Orange, N. J., secretary, and Stanley W. Ferguson, of Boston, treasurer. As there is no opposition ticket we'll take a long chance and say that on October 19th they were reëlected by acclamation.

\+ + +

Other Elections

With no less certainty it may be stated that on October 21st the following were elected by members of the Norwalk Yacht Club, of Norwalk, Conn., to hold office for the ensuing year: Commodore Edward B. Gallaher, Vice Commodore George F. Bearse, Rear Commodore John B. Lord (who is already commodore of the Cruising Club and is a well-knownbear for punishment), Treasurer Lewis Wardell and Secretary Reginald S. Smith. If anybody throws a wrench into the steam roller and succeeds in disrupting this proceeding, amends will be made in a subsequent issue.

And in August — the news is getting older — the Fishers Island Yacht Club, of Fishers Island, N. Y., elected Reynolds du Pont, F. M. Haines, W. H. Hubbard, Gordon Murphy, and T. W. Russell to the Board of Governors, and they, not to be outdone, elected T. W. Russell, W. H. Hubbard, Reynolds du Pont, and Marion Utley to hold, respectively, the offices of commodore, vice commodore, rear commodore, and treasurer. Mr. Murphy was appointed acting secretary.

Speed Records Topple

Sir Malcolm Campbell retained motor boat speed supremacy for England with his record of 141.74 miles per hour established over a measured mile last August. But the drivers of American inboard craft created seven new one-mile records for less powerful craft than Sir Malcolm's *Bluebird*, and also toppled twelve competitive records. Chief among the last was Zalmon G. Simmons' average, in his 12-Litre *My Sin*, of 62.449 miles per hour for the 90 miles of the three Gold Cup heats; while highest speed in the mile trials was attained by Jack Cooper (63-year-old Kansas City grandfather) who drove his 225 hydroplane *Tops III* away from it all at the unprecedented rate of 87.485 miles per hour.

\+ + +

Off Soundings Winners

As usual, the Off Soundings Club, of Springfield, Mass., put on a good show with its annual fall cruise and races for all those (to quote from the club's circular) "who enjoy the sport of sailing." It also diminished the sport of wailing (not to quote from the circular) by upping by 50 per cent the time allowances of the small boats. A good time was had by each and every one, especially by the owners of *Perroquet*, *Sirocco* and *Dolphin*, who placed first, second and third in Class A; of *Caronia II*, *Nimrod II* and *Shining Hour*, who took the places in Class B, and of *Aria*, *Wingar II*, and *Pippin*, who held forth in Class C. The cruise started off Sarahs Ledge, New London, on September 30th, and ended the next day at Montauk Harbor, L. I.

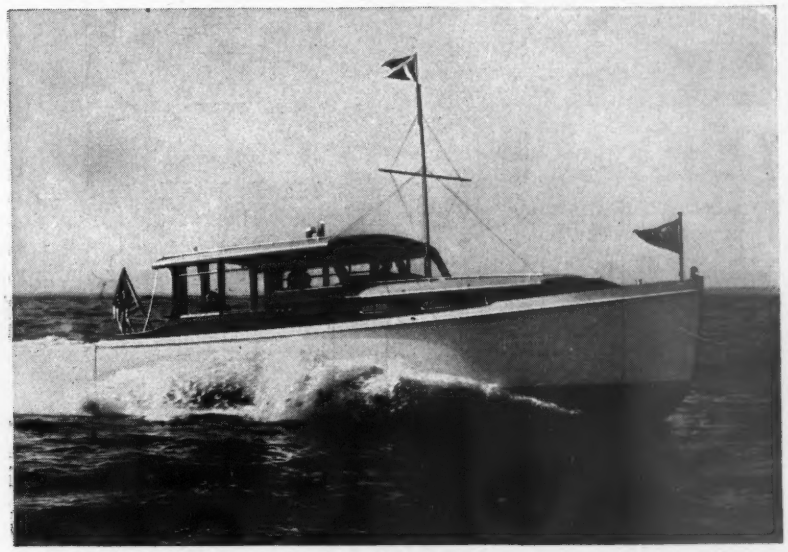
\+ + +

Simmons Wins 12-Litre World Championship

Winning three straight heats in the recent Gold Cup Race at Detroit in his *My Sin*, Zalmon G. Simmons, of Greenwich, Conn., scored 2000 points and won the world championship in the 12-Litre Class. Harold Wilson, driving *Miss Canada III*, at Detroit and Washington, where he won the President's Cup, took second place with 1900 points. Guido Cattaneo, of Italy, with *Asso*, scored 1620 points and captured third place. Dan Arena, driving Herbert Mendelson's *Notre Dame III*, at Detroit and Washington, earned fourth place with 1600 points. Count Theo Rossi, who suggested the contest, could not come to this country although his *Alagi* was shipped here, and was fifth with a total of 1500 points, scored by his win at Venice on July 1st.

TOM FINDS HIMSELF ...at Sea!

Tom's a swell guy, but he'd been so busy all his life he'd never learned to play. A little bridge, a little golf . . . that's all Tom was getting out of his Florida vacation. It made me so sore I finally cornered him. "Pry yourself out of that armchair," I told Tom, "let's take a cruise over to Shark River and catch some tarpon!" "Just another fish story," he said, "but I'll call your bluff" . . . so we made a date.



Custom Cruisette 34 . . . speeds up to 21 m.p.h.

"Must be nice owning a boat like this, Bill. What kind is she?" asked Tom. "An Elco," I said, "a Cruisette 34 with complete Angler fishing gear . . . the best boat I ever owned and a real home afloat." He had to agree with me on that one. "She's ideal for trips around these waters . . . seaworthy as they come . . . fast . . . plenty of room to sleep six in man-sized berths, and a galley your wife would admire. I go where I please and stay as long as I please when I'm down South." "Wish I had your kind of money," said Tom. I had to smile at that . . . you see, the Cruisette 34 sells for only $6,675 up, and is she economical to run!

After that I let Tom take the wheel awhile. Then on the way home I gave him a frank "sales talk." "What you need is a boat," I told him. "If you want an even less expensive boat, see the Elcoette 30. She's a beauty. Big cockpit—13'9" long, sleeps 2 in a roomy cabin with 6' headroom . . . and she's built with real Elco quality throughout. You won't find a better boat anywhere *near* the price." Tom didn't say much then, but the next week I saw him coming in on his own Elco, with a smile a mile wide on his face!

Elcoette 30 . . . speeds up to 24 m.p.h.

Elco

THE ELCO WORKS, BAYONNE, N. J.

Inspect the new Elcos from 30′ to 53′ at Port Elco or write for illustrated catalog.

Permanent Showroom **PORT ELCO** *113 East 46th Street {at Park Ave.} N.Y.C.*

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IN THE WIND

COMMENTING on the yarn anent old weather proverbs which appeared in YACHTING's August issue, Bob Salto, of the Minas Infiernillo, of Tirapata, Arequipa, Peru, says he found it most interesting and thinks it should stimulate old timers to reminiscence.

"There was, for instance, the saying:

"'When the dew is on the grass,
Rain will seldom come to pass.'

"If you turn to *The Merchant of Venice*, you will find the following:

"'I should be still
Plucking the grass to know where sits the wind,
Peering in maps for ports, and piers, and roads.'

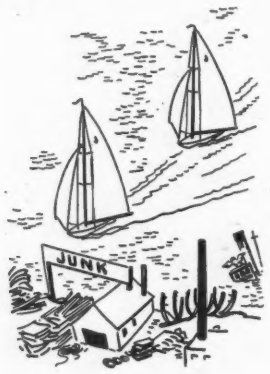
"So says Solanio in the first act, discussing the perils of the high seas. To a landsman, the passage is obscure but the proverb makes it perfectly intelligible.

"I thought it possible your readers might be interested in seeing this valuable saying corroborated by such an eminent authority as Mr. Shakespeare."

The late Floyd Gibbons unquestionably was an able and exciting reporter but I was a whit surprised to learn that his first distinction came when he discovered that the Weather Bureau's predictions were frequently wrong and he wrote a series of "exposé" stories about the situation. . . . I had understood it was fairly ancient history that the Bureau forecasts were right only about fifty per cent of the time. . . .

Only just the other day, it seems, we had to contend with package bottleships and now it may be pocket battleships. . . .

I can recommend that line as a sobriety test. . . .



REGRET

A sentimentalist, I'm sunk
To learn that *Vanitie* is junk.

Was she faster than *Resolute?* That question is still hotly debated. . . . Anyway, *Resolute* beat her to the scrap heap. . . .

Whatever happened to the U-Verboten?

Elward Smith, of Sayville, Long Island, wants to know if I saw the following paragraph by a columnist, which appeared in a local morning paper. . . . Perhaps you didn't, either. . . .

"In the North River, anchored within a few lengths of each other, England's S.S. *Queen Mary* and France's S.S. *Normandie*, luxury whales of the Atlantic. . . . Tense, bluecoated police chase you pronto if you tarry to look at the boats, the prows of which extend over the street and are thus vulnerable to marauders. . . . Not a sign of life on the *Queen Mary*, whose upper structure already has been painted a battleship gray. . . . Smoke drifts from the *Normandie* smokestacks, and perched out on hatches that jut from the ship near the massive anchor, hung high in the air, sit sailors in blue denim. . . . It is a 24-hour sentry detail, the French evidently fearing a sabotage coup." . . .

Marauders who might come aboard over the bows would have to break all high-jumping records extant, it seems to me — or be equipped with scaling ladders. . . .

The Wednesday Yachting Lunches at the Williams Club, inaugurated last month by the Cruising Club gang, have been drawing well, and general conversation (when permitted by "Stentor" Raymond) has been so amusing that food and drink have become almost secondary considerations. . . . I trust this will never happen at a Cruising Club dinner where I've never known a quip to interfere with eating hearty or a *bon mot* to distract anyone from a cocktail. . . .

No need to worry about the future of the American Merchant Marine when such likely youngsters as Bobby Stap are being brought along to man our ships, b'gosh. . . . Bobby was an incorrigible stowaway, you may recall, until his complex was sublimated by enrollment in the New York Merchant Marine School where he is the youngest cadet. . . . Now, according to a local evening newspaper, Bobby "can make an 'I' splice in a minute and a half, and he can climb up a bosun's chair, come down and untie the knot in 36 seconds." . . .

I'm indebted to Sidney Usoskin for the foregoing item and agree with him that the lad is precocious no end. . . . With just the right amount of egotism indicated by proficiency in the "I" splice and unusual dexterity as exhibited by his ability to ascend a bosun's chair and descend again so quickly without yielding to the temptation of nestling down and going to sleep on the cushions. . . . Just so long as he doesn't take to splicing the main brace before the sun is over the foreyard. . . .

Larry Pope, "a faithful reader," sends a charming picture of William S. Gubelmann's ship-rigged yacht *Seven Seas* which the salty New Bedford *Standard-Times* carried with the following caption:

"The square-rigger *Seven Seas*, entry in the 12-meter class, owned by Van S. Merle-Smith and one of the few such vessels remaining in the world, is shown at anchor in Mattapoisett Harbor shortly after her arrival with the New York Yacht Club fleet yesterday afternoon. The graceful yacht led her class in the race from Vineyard Haven to Mattapoisett yesterday."

Well, it wasn't so long ago that a Western paper published a shot of the Twelve-Metre yacht *Seven Seas*, announcing that she was going to compete in an ocean race against the *Joseph Conrad*, and in that case I believe her ownership was attributed to Mr. Gubelmann.

"The hurricane missed one of those rare craft known as a 'two-masted sloop,'" writes R. Cutler Low of Hingham, Mass., offering

proof in a clip from the *Boston Herald* which recites how "the two-masted sloop of William Dudley of Lynn" was blown aground on mudbanks in the harbor during a freak thunderstorm.

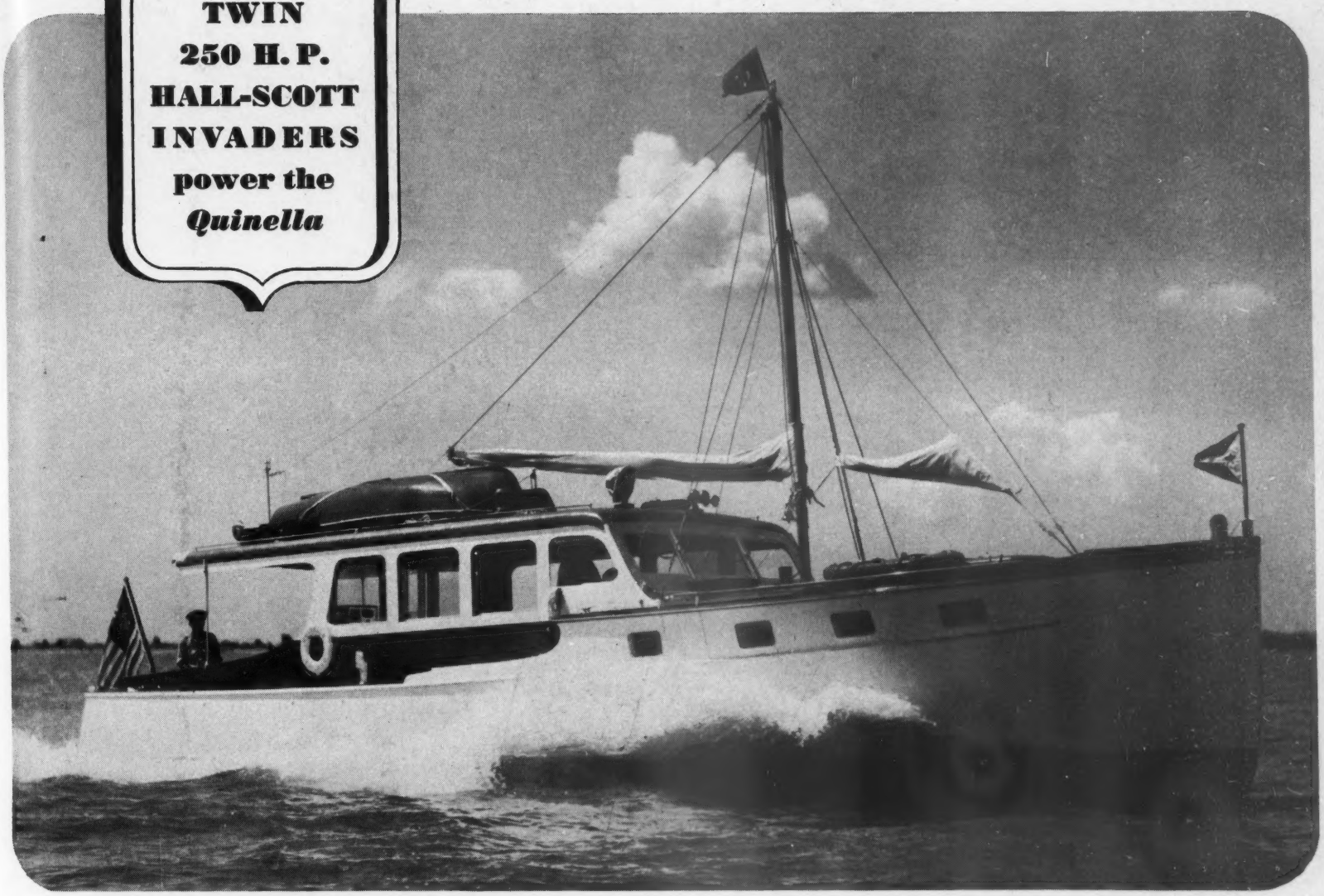
Mr. Low suggests that perhaps the mast branches just above the deck in this peculiar rig for which he requests "a good definition."

Guy Avery, the sea rover from Tampa, is a difficult cuss to keep abreast of. . . . Last month I thought he was safely headed for Genoa, as he had been reported near Gibraltar by the American Export liner *Exeter* in August. . . . At this writing, he is aboard the Italian liner *Belvedere* which reported she had picked him up 600 miles west of Gibraltar, clinging to his swamped 18-foot *Miss Tampa*. . . . You'll perhaps recall that, after he had somehow got to Bermuda from Florida, lone navigator Avery hung around there for several months, finally shoving off for Genoa last May 12th. . . . Sometimes, it seems to me, it's a darned sight easier to keep afloat at sea than ashore where, when you're sunk, there's nobody around to pick you up. . . .

Brilliant, schooner yacht formerly owned by Walter Barnum, is confined to the Great Lakes with a severe case of claustrophobia. . . . Joe Appleton is among the mourners. . . . *Nyala* is as fast as *Vim*, probably — it's keeping up with "Mike" Vanderbilt that troubles his competitors. . . . Kenneth Trimingham was in town last month, not for yachting relaxation but on the serious business of reviving ship communication between Bermuda and New York which was suddenly suspended when the British Admiralty requisitioned the frivolous ferries *Monarch* and *Queen*. . . . From now on you'll have to go "Dutch" to Bermuda — or by plane. Pan-American is selling commutation tickets.

TELLTALE

TWIN 250 H. P. HALL-SCOTT INVADERS power the *Quinella*



Let The Mathews Company tell you about this HALL-SCOTT INVADER powered special "50" of theirs

With their permission, we quote from their letter of August 30, 1939:

"This boat of Mr. Pack's, the *Quinella*, just arrived back in our basin here in the early evening yesterday, and you will be interested to know that the owner and his whole crew are exceedingly pleased with both the boat and the power plant. Yesterday the boat made a continuous run from Port Colborne, Ontario, Canada, to Port Clinton, Ohio, a distance of 220 miles in round figures, practically the entire length of Lake Erie, in just eleven hours, fuel consumption running 1.7 gallons per mile into a head wind and a pretty tough sea, the engines turning 1700 RPM and the average speed being 20 miles per hour in round figures... Mr. Pack went through the Trent Waterways to Swift Rapids where there is a marine railway requiring a lift of the boat. The boat was refused on the basis of its excessive weight for the lift. I mention this fact because, despite the fact that the boat is big and heavy, your engines still drive her at a cruising speed of 20 miles per hour in head weather with the engines turning only 1700 RPM."

A consistent year-in and year-out record of similar performances has put Hall-Scott INVADERS in more fine, modern craft than are powered by any other engine of its size and type. Write to our nearest office for prices and engineering data.

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DOWN EAST BOAT YARD

From a Painting by W. N. Wilson

YACHTING

Volume LXVI NOVEMBER + 1939 Number V

Photos by Robert R. Ince

Driving through the Trades, bound from Porto Rico to Antigua

WITH "SEA FOX" IN THE WEST INDIES

By

ROBERT R. INCE

IT WAS a case of love at first sight. I spotted her from the deck of the Norwegian freighter *Bala* just after we had dropped anchor in Carlisle Bay, Barbados. She lay serenely at her mooring, her lofty clipper bow pointing gracefully shoreward, the whole sweep of her bursting with fine breeding. I couldn't believe my ears when the *Bala's* skipper informed me that she was a cargo schooner, so I hustled into a dime-diver's skiff and ordered the grinning black native to the schooner. Ten minutes later I was chatting with Lew Kennedy, her skipper.

She was *Sea Fox*, a 115-foot yacht built of Swedish iron in 1888, by Harlan & Hollingsworth, at Wilmington, Del. For twenty-nine years, twelve of which she was flagship of the New York Yacht Club, she served as a yacht, with a brief World War interruption during which she carried lumber. She saw four more years' service as a yacht before her career ended temporarily in 1922 when she was laid up after the death of her owner. When Kennedy finally bought her, in 1934, he ripped out the main saloon and cabins amidships to make room for cargo space, leaving the forecastle and galley forward and two cabins and chartroom aft for living quarters.

Sea Fox's skipper, a husky American in his late twenties has had no less colorful a career than his vessel. He jumped college to become mate on a Chesapeake Bay schooner, later graduating to the Nova Scotian three-master *Abundance* which carried lumber to the West Indies. *Abundance* was wrecked on the coast of Jamaica during a hurricane and, not content with escaping with his hide, Kennedy bought a Nova Scotian schooner, the *Adams*, which carried lumber to and from the West Indies until a storm off Bermuda opened her seams, necessitating abandonment. Now the captain-owner of *Sea Fox*, young Kennedy has earned an excellent reputation as a carrier from island to island.

Intrigued both by the vessel and her skipper, I was eager to cultivate their acquaintance so, before a half hour had elapsed, it was agreed that the three of us were to make a trip of it to Antigua. I returned to *Bala* for my duffel, bade her crew a hurried farewell and stowed my things in the main cabin of *Sea Fox*. The following afternoon, we were towed into the Carenage to take on cargo. Here Lew met the captain of the schooner *Venture*, the Canadian naval training ship, a three-master with a hull design somewhat similar to that of the famous *Bluenose*. Since she was on her maiden voyage, her skipper was eager to try her mettle

against another vessel, so all hands were pleased to discover that both schooners were bound for Antigua and were to sail early that evening.

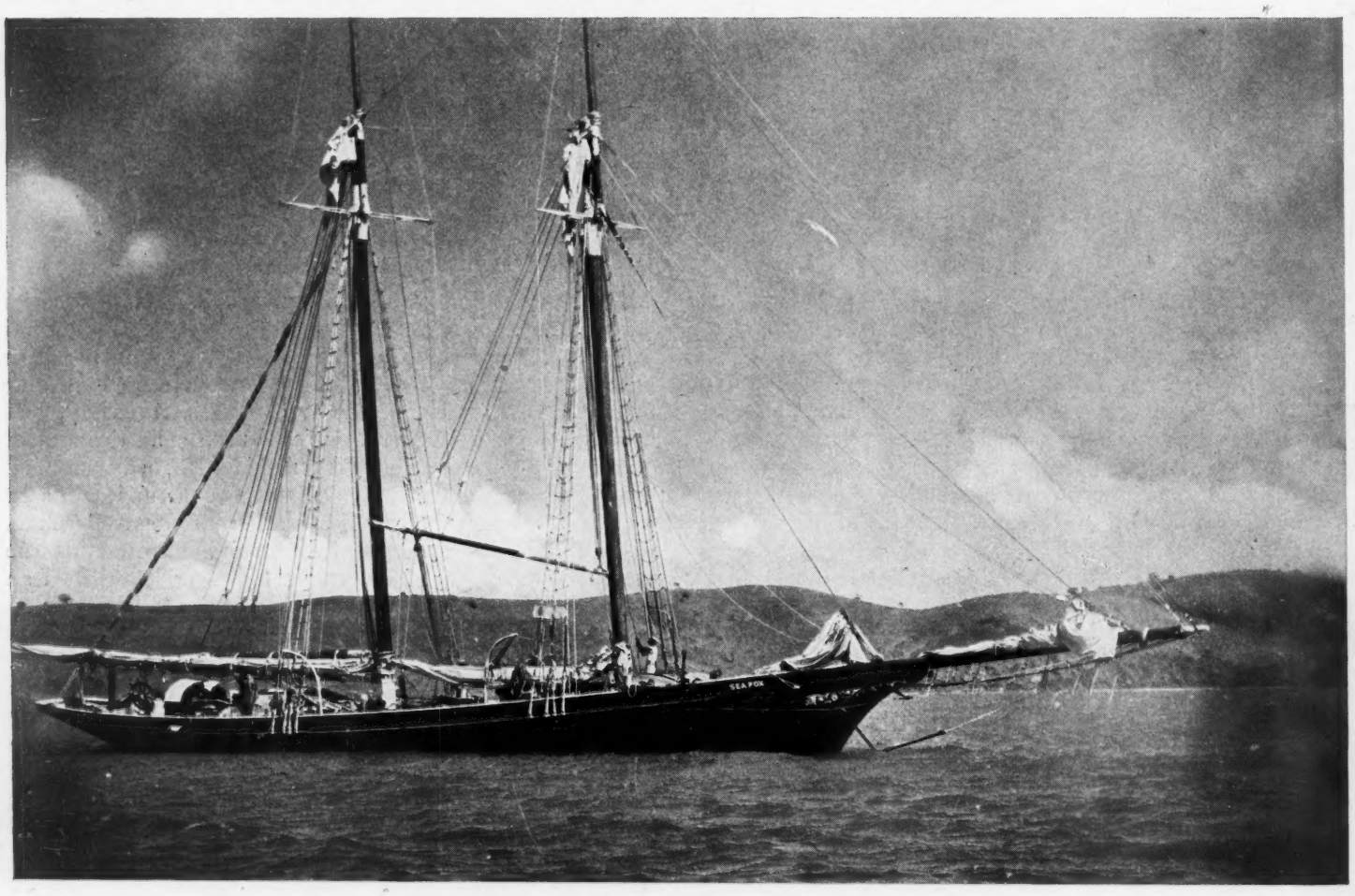
We had agreed on 6:30 as a sailing time but at 6:00, to our surprise, *Venture's* mainsail started up the mast. We did nothing, expecting her to wait, but when the rest of her canvas went aloft and her windlass began to chatter, it was apparent that we were going to be left behind. Lew bellowed at the small Negro crew to get up the main. It was slow work, for we had but one donkey engine and *Sea Fox* is anything but underrigged. By the time we were out of the Carenage with the four lowers set, *Venture* was a good two miles offshore. Later, we learned that the Canadians had mistaken another schooner leaving the Carenage for *Sea Fox* and had hustled to overtake her.

By dusk, we were well clear of the harbor with the strong easterly Trades abeam, shoving us along at a great rate. At 7:30, Rickett, the ancient Chinese-Negro cook, served up a meal which, although far from fancy, found a hearty welcome from me. On deck again, we found the distance between us and *Venture* considerably lessened. We piled on the topsails and later, as the wind lessened, the fisherman staysail, so that by ten o'clock, when I turned in, we were a bare half-mile astern of our rival.

I tumbled out of my bunk early the following morning and scrambled up the companionway, eager to see how the two boats were standing. Lew, at the wheel, grinned at me as my head popped out of the hatchway and pointed over the quarter. There she was, about two miles to windward and a mile or so astern, headed to windward of Desirade. Lew, banking on enough wind to carry us past a weather shore, had *Sea Fox* headed between Desirade and Guadeloupe. It was an even match for several hours, both vessels straining with all canvas set (except *Venture's* fisherman staysail). By the middle of the afternoon, when we sighted Desirade, we were still nip and tuck; as dusk closed in, it was clear that we were gaining slightly. Once inside Desirade, the wind went on strike, so that we had to douse topsails and staysail to keep them from being whipped to ribbons by the swell. However, a breeze soon sprang up and at dawn we sighted Antigua about ten miles broad on the bow. Half an hour later, the rising sun revealed *Venture*, about two miles ahead but a full five miles to leeward. Before long, the wind died out again and, after an hour's wallowing in the swell, *Venture* started her motors in disgust and steamed for the harbor. But the breeze awoke again and we glided into St. John Harbor fifteen or twenty minutes after *Venture* had let go her anchor.

"Nice work, Yank!" called out her skipper as we passed. "If we hadn't used our motor we would have been out there another two hours."

We dropped anchor and canvas, went through quarantine and awaited the fleet of sailing lighters racing out for our cargo. The leader, a little too eager for the job, rounded up a bit late and grazed us amidships, splitting our rail and stanchions. By late afternoon, the cargo disposed of, we went ashore for a look around and a swim. Antigua, a lovely tropical island, was, in colonial times, an important base for the British Navy. The old fort near the mouth of St. John Harbor is still intact, much as it was two centuries ago. Across the island is English Harbor where a great shipyard still remains as evidence of the tremendous activity of the British in their struggle with the French for supremacy in these important sugar islands. Here frigates and ships of the line once were hove down and prepared for battle while guardian forts on either side trained guns on the harbor mouth; here Nelson's whole fleet was fitted out before the battle of Trafalgar. And today it stands deserted, half crumbling, with only a single watchman to muse over the ghosts of a glorious era.



Even with 120 tons of lime below decks, "Sea Fox" shows her graceful lines

We had expected to return to Barbados from Antigua but Lew's agent in St. John commissioned him to ferry a carnival from St. Kitts to St. Croix and to pick up a load of lime at Porto Rico for the Antigua sugar factories. Also, Romain, one of the agent's clerks, was to go along as passenger. We were to set sail at 7:00 p.m. but when, at 7:30, the passenger had not yet shown up, we got up canvas and hove the cable short, still waiting. Eight o'clock and still no sign of Romain, so we weighed anchor and filled away. A moment later, out of the darkness, a voice rang out:

"*Sea Fox*, ahoy! *Sea Fox*, ahoy!"

We hove to and alongside in a skiff appeared our passenger, tall and solemn and black, immaculately dressed in his Sunday best, with half a dozen bundles, a huge trunk, a deck chair and an umbrella. I had to laugh but Lew, sighting the mess of baggage, muttered gruffly: "What the devil do you think this is, a blasted tourist boat?"

The passenger climbed aboard, stammering something unintelligible, and strolled aft to inspect the boat, while Lew glowered after him. We carried only foresail and headsails for the wind was dead astern and we wanted daylight going into St. Kitts. We arrived at 8:00 and immediately started taking on the carnival. What a weird cargo! Three motors, a few concessions and games, a merry-go-round and a Ferris wheel! There was hardly deck space enough to turn around in by the time we had it all aboard. Nine passengers went along with the carnival, seven of whom slept on deck. For two days, we tossed about on the swell without any wind. The carnivaleers did not seem to regard Rickett's cooking with as much esteem as the crew and I, so that, by the time a breeze finally came to life on Sunday evening, they were in none too cheery a mood. Lew (the racketeer!) profited hugely by selling them cans of sardines at exorbitant prices.

We passed Saba, a steeply cliffed little island, at 4:00 on Monday afternoon and at 9:00 we hove to off St. Croix to await a tow through the tortuous channel to Christiansted's beautiful harbor. The tug met us at nine in the morning and, after a quick discharge of cargo, we set sail immediately for Fajardo, Porto Rico. We hove to off Cape San Juan that evening to await daylight before proceeding into the harbor.

I took my place in the fore rigging the following morning to scan the water ahead for reefs; with only a small scale

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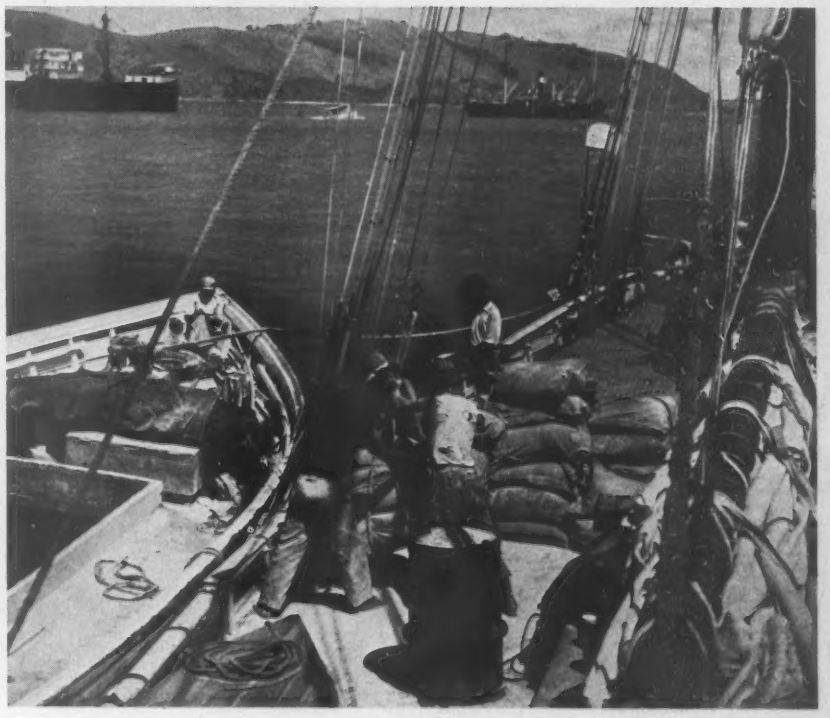
Upper left, a native schooner from Barbados, used to carry sugar. Note the length of the bowsprit and the bend in the foremast. Above, along the shore of the Island of St. Christopher, usually known as St. Kitts. Left, Captain Kennedy at the wheel of the "Sea Fox." Below, loading lime from a harbor lighter off Fajardo, Porto Rico



RACING ON THE POTOMAC

The Thirteenth President's Cup Regatta Brings Out Sail and Power Boats

FAIR weather greeted the motor boat racing men who gathered at Washington for the President's Cup Regatta on September 22nd, 23rd and 24th, the event which winds up the season's racing. The first day there was a flat calm, the water being so glassy that the mile trials were abandoned after a few tests. The following day a fresh southwester blew, kicking up a nasty chop and this wind continued, though lighter, on the final day. The quality of competition was high and fast time was made, considering the conditions.

The main event of the regatta was the thirteenth running of the race for the President's Cup. Four boats turned out for the first heat on Saturday. These were: Zalmon G. Simmons' *My Sin*, winner of the Gold Cup; Herbert Mendelson's *Notre Dame II*, from Detroit; Louis Fageol's *So Long*, from Pasadena, California; and Harold Wilson's *Miss Canada III*, from Ingersoll, Ontario. *Why Worry*, a "725" from Louisville, which won in her class at Detroit on Labor Day, stove a hole in her bottom between the Navy Yard and the starting line and did not compete.

At the start of the first heat, the four boats crossed the line well bunched and away they went around the course, *Notre Dame* setting the pace. At the end of the first lap, *My Sin* was overhauling the Detroit boat but struck some floating driftwood, groaned loudly and headed in toward the sea wall with shaft, rudder, struts and propeller out of commission. *Miss Canada* had run her engine only a few hours since it had been reassembled following the Gold Cup Race and could not get it to "rev up" in the early part of the contest. In the last two laps, however, the Canadian boat began to move and steadily cut down *Notre Dame's* lead, gaining rapidly on the turns and slightly on the straightaway. The finish was exciting, both boats being lapped and *Notre Dame* winning by a scant half length at the end of the fifteen miles. *So Long* showed no particular speed.

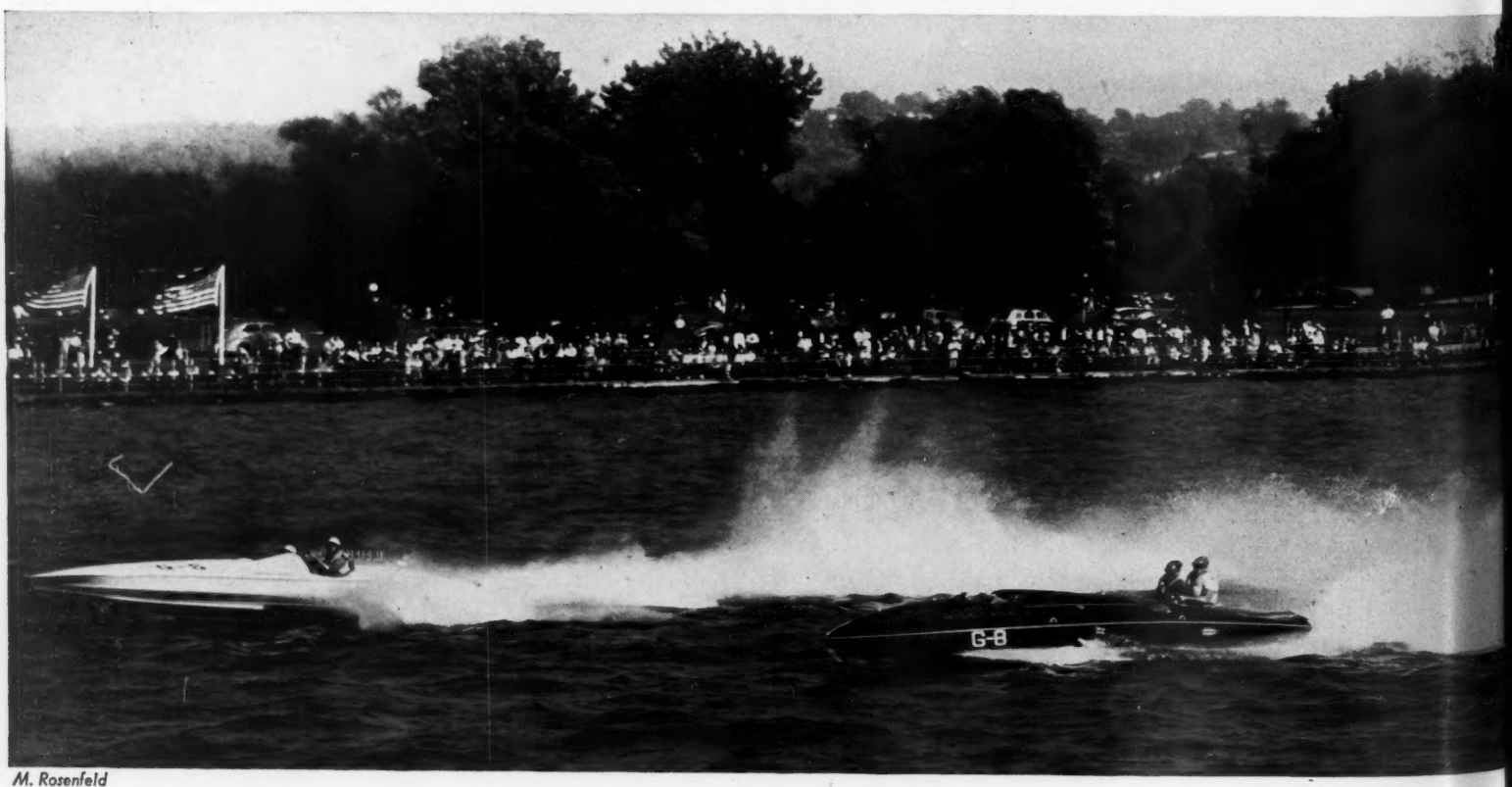
In the second heat, *So Long* led the way across the starting line but *Miss Canada* took the lead on the first turn and held it to the finish, steadily widening the gap between her stern and *Notre Dame's* bow. She ran sweetly and turned exceptionally well. *So Long* hit a piece of driftwood at the end of the first lap and was out of the race. Thus, with a first and a second each, *Notre Dame* and *Miss Canada III* were tied on points. Everyone wondered whether Harold Wilson would disregard precedent and race in the finals on Sunday, something he had never done. That night it was reported that he was undecided, but he turned out for the third heat next day.

At the start, Wilson had the best of it, crossing the line with full way on and thereafter the Canadian racer ran away from the white boat from Detroit, finishing a good quarter lap in the lead. *Miss Canada* averaged 64.668 m.p.h. for the heat. So the President's Cup goes to Canada for a year, at least.

The peppy "225's" put on their usual good show, turning out in force to race for the A.P.B.A. Championship, two heats, on Saturday, and three heats for the John Charles Thomas Trophy on Sunday. Julius Manger's *Blue Glide IV*, from Pelham, N. Y., won the first heat with George Schrafft's *Chrissie III*, from Newton, Mass., second. The second heat was taken by Jack Cooper's *Tops III* with *Chrissie* second. On points, *Chrissie III* was the winner, with *Blue Glide IV* second and *Tops III* third.

The race for the Thomas Trophy saw eight start instead of the eleven the previous day. *Tops* lost her propeller on the

Just before the finish of the first heat for the President's Cup, with "Miss Canada III" closing up on "Notre Dame II"



M. Rosenfeld

first lap and, it was reported, lay forty minutes before being picked up. (This made her late for the second heat, which she started almost a lap astern of the rest.) *Chrissie* took the first heat with Thomas Chatfield's *Viper III*, from Danbury, Conn., second. She repeated in the second heat, having a tight race with *Tops*, a lap astern but abeam of her. Frank Ripp's *Meadowmere III* was second. The third and final heat went to *Tops III*, with *Viper III* second. On points, the score was: *Chrissie III*, 969; *Meadowmere III*, 652; *Viper III*, 600; *Tops III*, 569; *Blue Glide IV*, 394.

The "135's" raced two heats, Andy Crawford's *Ednandy IV* winning the first with *Gypsy Lass*, John Hyde, Jr., second. *Ednandy* finished with the forward half of the top of her starboard pontoon missing. A new piece of plywood was tacked in place and she came out for the second heat, only to lose her propeller on a piece of flotsam. *Gypsy Lass* took the second heat with Edward Ritter's *Zoom II* second. On points, *Gypsy Lass* won, with Sammy Crooks' *Dragon XIV* second.

Little Bea, owned by Alden Hayes, of St. Petersburg, Florida, won in the 91-cubic-inch class, with J. D. McIntyre second and Arno Apel's *Aquila*, which was disabled in the second heat after winning the first, third.

Runabouts were raced in three classes with a variety of boats competing. Class E honors went to *Hi-Ho II*, George

Elwood Balser Photos

Above, Comets closely bunched in a run down wind. Upper right, boats of the Albatross Class in the foreground, with jibs boomed out, run before it, with Scrappy Cats and other small fry. Emil Hartge's "Hawk" was the series winner in this class. Right, Harold Wilson, who owns and drives "Miss Canada III," winner of the President's Cup. Below, "Ednandy" won the first heat in the 135-cubic-inch class

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Ward, Jr., of Wilmington, Del. Class K was won by David Gerli's *Gen VI*, from New York, and the miscellaneous runabouts were headed by Charles Schuler's Sea Sled, from Hamilton, Ohio, with *Doris III*, Thomas Erhart, of York, Pa., second. *Pep IV*, which won last year, repeated her victory in the American Speed Boat Championship. She is owned by John Bramble, of Baltimore.

Clinton R. Ferguson, of Waban, Mass., was the star in the amateur outboard drivers, cleaning up in Classes A, B and F, rolling up an impressive point score to add to his year's total as national high point champion. Dick McFayden, of Montclair, N. J., won the Midget Class. In the professional division, Ernie Call, of Willoughby, Ohio, won in Class A, but was disqualified for too light a boat. Fred Jacoby, North Bergen, N. J., took the Class B title as well as that in Class A, in which he had finished second, and also the Class C honors.

There was much driftwood on the course and that, with the chop kicked up by the wind, caused plenty of grief to the racers. Several boats were stove in and others capsized and sank. The Coast Guard was busy rescuing damaged

(Continued on page 101)

FITTINGS—GOOD AND BAD

Part I. They May Have a Surprising Effect on Performance

By ROBERT N. BAVIER, JR.

CROSSING the line in a steady ten-knot easterly breeze, a one-design racing fleet starts a long beat to the weather mark. Before long, two or three boats have drawn ahead of the bunch and are well on their way to winning the race. More skillful helmsmanship, superior judgment, and better sails are commonly accepted as reasons for the leading boat's success. However, there is another factor — often overlooked but almost as important as those mentioned above — namely, the fittings used and their location on the boat.

Most people consider good fittings a decided convenience in the handling of a boat but few of them realize what a great effect they can have on her speed. When the German Star *Pimm* invaded Long Island Sound for the International Championship races in 1937, won four out of five races and lost the series only because she broke down in the first race, yachtsmen were given an opportunity to see just what effect fittings could have on a boat's speed. It is true that *Pimm* had different sails — fuller, and with larger roaches — but it was new gadgets which the Germans had developed that made it possible for these sails to be carried to advantage. Perhaps *Pimm* had a slightly faster hull than our Stars but it is safe to say that the fittings she used were one of the major reasons for her phenomenal speed. Proof of this is contained in the fact that boats formerly outclassed by *Pimm* can now give her a good race, due to the addition of the same sort of fittings.

But it is not our intention to confine this discussion to the fittings which give Stars a new burst of speed but to show how the experience gained in this class is applicable to sailing yachts of all kinds.

Fittings used on the mast and other spars have a definite effect on speed. In general, the object is to reduce both weight and windage aloft and, at the same time, maintain sufficient strength to keep the stick in her. A few pounds of weight high on the mast may materially affect the boat's stability. For example, a person on top of a Star's mast will lay the boat on her beam ends, whereas three or four individuals on the same side on her deck only make her heel a bit. With this in mind, we realize that in a small racing boat even the weight of the wind pennant should be considered. Those made of metal in the shape of the club burgee may be colorful but often weigh two or three pounds; from a racing standpoint, they are distinctly bad. Far better are the wind socks or, better still, the recently developed pheasant feather wind pennants. These not only save a pound or so of weight where

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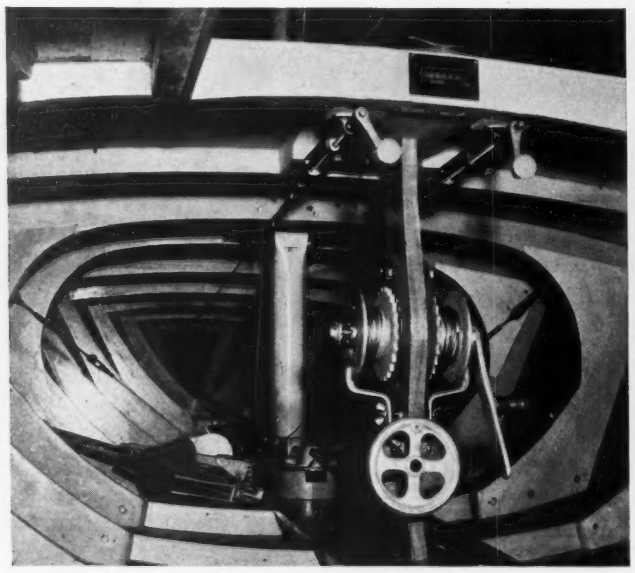
"Spirit" has few deck fittings, single part jib sheets, sliding sheet leads, turnbuckles below deck, etc. Below, left, a device for raking the mast of a Star and two turnbuckles with cranks for headstays. Center, rod rigging and turnbuckles on the Six-Metre "Goose." Right, a study of tangs



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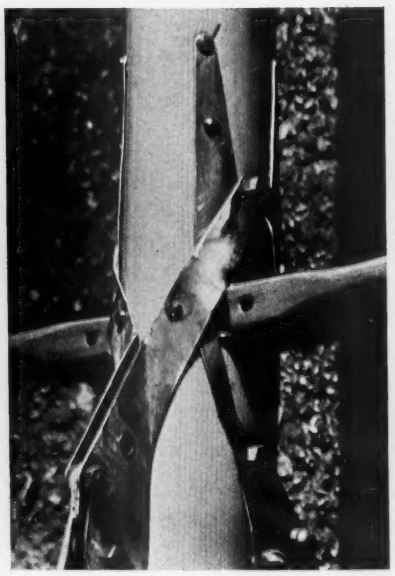

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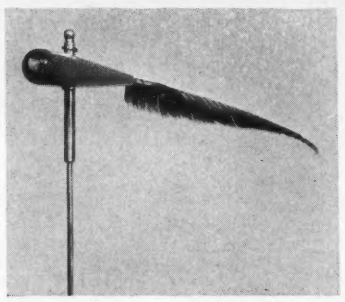

In a class like the Internationals, in which every race is hotly contested, type and location of fittings may have much to do with success. Left, a pheasant feather wind vane saves weight where it is most harmful and responds to the slightest puff of air

it is most important but they are unaffected by rolling in a seaway and respond to the slightest bit of wind rather than to the pitching of the boat.

Masthead fittings for shrouds are best if simplified into one piece which slips over the top of the spar, and from which tangs radiate to the permanent backstay, shrouds and headstay. Furthermore, included in this fitting may be a sheave for the main halliard. Such a combination results in lack of duplication which gives less weight and, by its very simplicity, less windage. Aluminum alloys may well be used here, but in attempting to reduce weight the mistake is often made of making the halliard sheave so small and its groove so shallow that the wire is apt to jump the track and jam. This makes lowering impossible and also risks a break where the cable makes a sharp bend around the small sheave.

A new gadget which has proved practical in its two years of use but is still virtually unused, is the main halliard latch. This permits the sail to be hoisted and held aloft by a latch instead of by the halliard, until released preparatory to lowering. This has the double advantage of allowing a lighter halliard (since it need be strong enough to hoist the sail only, not to hold it aloft) and permitting a lighter spar because the downward pull on the mast is cut in half when the halliard is slack. The America's Cup defender *Ranger* had one of these fittings and this year Stanley Ogilvy put one on his Star *Spirit*. She now has an extremely light mast and a stainless steel halliard wire of only one-sixteenth inch diameter. Of course, such a device has the disadvantage of making it impossible to reef, since the sail can be held aloft by the latch only when fully hoisted.

Duraluminum tangs and spreader fittings may be used aloft to advantage. Although much lighter, they are just as strong as bronze if properly treated.

A wooden slot in which the luff rope of the mainsail is hoisted makes the sail set better, avoids a gap between the mast and the sail and reduces weight. For small and medium sized boats, it is preferable to the older track and slide arrangement. It should never be used on ocean racing boats because, if lowered in a heavy blow, there is nothing to hold the sail to the mast and the sail is apt to get away and be blown or washed overboard.

Some consider rod rigging desirable because of its reduced windage. This is debatable, but such rigging has the advantage of stretching little, thus giving a skipper the satisfaction of knowing that, once he has his boat tuned to racing trim, she will stay that way. One of the frequent mistakes made in rigging is the excessive size of turnbuckles used aloft and at the chain plates. A chain is only as strong as its weakest link but I have frequently seen light (but not too light) shrouds connected to huge turnbuckles which add harmful weight and windage. Evidently the South Coast Company has realized the folly of using heavy turnbuckles with light rigging because it has new aluminum ones of small size; as far as I know, not one of them has broken. A still better arrangement is seen in Ogilvy's *Spirit* in which the shrouds and headstay are led through small holes in a chromium plated deck plate to the turnbuckles which are concealed beneath the deck. This is a neat arrangement, reduces windage to a minimum and places the weight where it is least harmful. It is a development which should gain favor among the Stars and in many other classes.

This arrangement also does away with chain plates above deck. Wherever these are used, it is better to avoid the type with a bar welded across the top of straps which are fastened to the hull far down inside the boat. At the angle between the bar and the straps, a faulty welding job may result in carrying away the entire bar and the loss of the mast. This happened to our International *Frolic* and we have now substituted bronze straps of heavier construction and without the bar across the top. This bar is really unnecessary since one usually uses but one of the many leads which it makes possible, its sole excuse for existence.

The possibilities of improvement in spar fittings and rig arrangements are countless but only a few more of the more important can be mentioned.

Halliards, whenever possible, should be led inside the

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A BROAD REACH

Harold S. Vanderbilt's Twelve-Metre "Vim," fresh from her victories in British waters, leading Van S. Merle-Smith's "Seven Seas" in a late season race on Long Island Sound

"PIROUETTE"—FIRST ALUMINUM SAIL BOAT

Built of a Salt Water Corrosion Resisting Alloy, She Is Light and a Joy to Sail

By

M. G. YOUNG

Douglas Photo Shop

Each side of the bottom of "Pirouette" is formed of a single sheet of metal, its curvature, almost flat at the stern, increasing to full, rounded sections at the bow. The topsides are as if cut from a cylinder, the angle they make with the water line being constant

THIS summer saw the debut of a lively little centerboard sail boat, *Pirouette*, that aroused much interest in yachting centers not only by her speed and ability but also because of her all-aluminum alloy hull, her unusual form and simple construction. Built by the Aluminum Company of America at New Kensington, Pa., she is from a design by W. Starling Burgess. A V-bottom boat, 16 feet over all, with 5 feet 2 inches beam, she carries 125 square feet of sail in mainsail and jib, and a full parachute spinnaker.

At first glance, she looks a little like a Comet, being semi-decked and of about the same size, but the resemblance stops there. Her cockpit is too roomy, her bow curiously rounded, and her transom, instead of being flat, is swept in a graceful curve. When seen afloat, she looks like a thoroughbred. In the first place, she sits lightly on the water, because she weighs only 217 pounds without her rig (less than half the usual weight of a wooden boat of the same size). Everything about her seems to be done on a smaller scale than the eye expects. Her hull and deck plating is but $\frac{1}{10}$ of an inch thick, her centerboard and rudder but $\frac{5}{32}$ of an inch. Her stainless steel rod rigging and airplane type turnbuckles, in perfect proportion, carry out the illusion.

With the exception of gratings, tiller and bright mahogany cockpit coaming, the hull is entirely of non-corrosive aluminum alloy with hull and deck fittings of the same material. Mast and boom are of wood, painted white. The aluminum rowlocks are so light one almost expects them to float.

To sail a boat of this incredible lightness is a joy. While having ample stability, she responds to every puff. Curiously enough, she performs much better in heavy than in light winds. When the air is almost still, she bobs like a cork and slats the wind out of her sails. When the breeze comes, she answers instantly. When it really blows, with the crew on the weather rail, and skipper too, if necessary, she is as stiff as a church and ships hardly a drop over the lee rail.

Here again her lightness plays a part. Assuming skipper and crew to weigh 150 pounds each, their combined weight, greater than the total weight of the boat, acts as a relatively more powerful component in keeping the boat on her feet than the same crew in a heavier wooden boat. Going to windward in a breeze she has proved stiffer, closer-winded, and faster than other unballasted boats of her size. *Pirouette's* best point of sailing, however, is reaching; and it was precisely for this that she was designed. Her low chine aft, just touching the water when she is upright, gives her additional speed when running. Off the wind, in a light breeze, she is fast. As the breeze increases, she jumps ahead and planes, thereby greatly increasing her speed, her rudder humming with a sound like that of an outboard motor.

When planing, in either smooth or rough water, the speed she reaches feels unnatural for so small a boat. Instead of surging and falling back, as a heavier boat does, she maintains an even pace and strikes the seas with quick, rhythmic slaps.

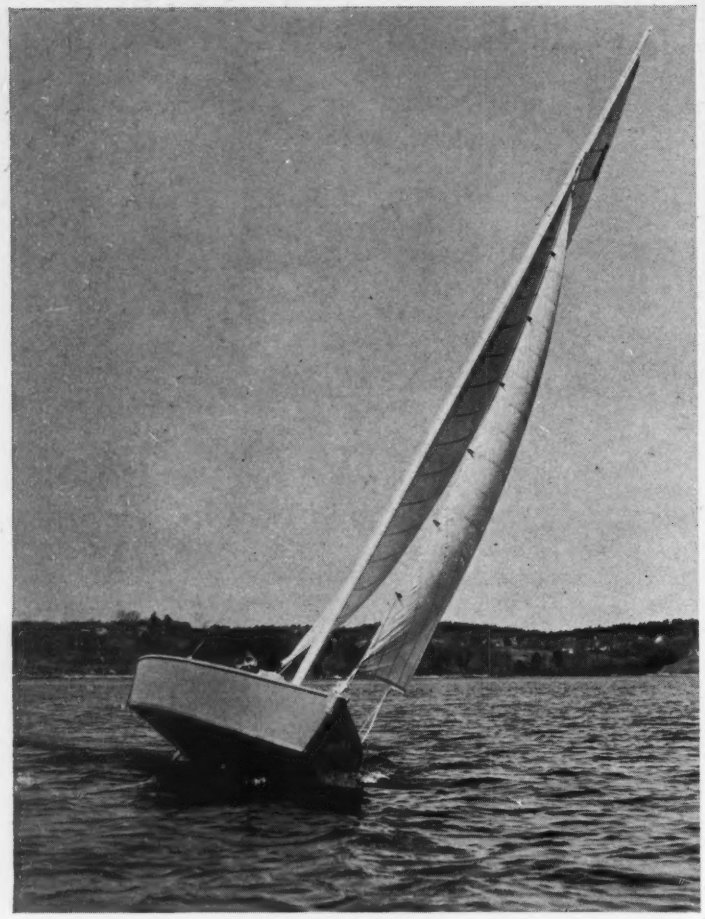
Her lightness before the wind is comparable with her behavior with an outboard motor. With rudder replaced by a fitted bracket, she is turned into a motor boat and, with a five horse power outboard, is capable of doing eight miles per hour with a crew of two. Here again her low chine aft is an advantage, as it prevents her stern from settling and dragging water.

Yachtsmen invariably ask whether she is noisy. The slightly metallic sound of the waves against her bow is different from the usual hollow wooden sound, and is not annoying or unpleasant. Its reverberation through the boat is checked at both ends of the cockpit by watertight bulkheads which are dished for this purpose.

The advantages of non-corrosive aluminum alloy in boat construction are many. In a ballasted sail boat, the enormous saving in hull weight makes it possible to concentrate the weight in a much heavier keel, thus maintaining the same displacement as a wooden boat but at the same time gaining tremendous stiffness and sail-carrying power. In an unballasted sail boat like *Pirouette*, the weight, concentrated in the persons of skipper and crew, can easily be shifted to the best advantage on different points of sailing to get the utmost out of the boat.

The extreme light weight also makes *Pirouette* easily portable; she rides nicely on her trailer and two men can carry her without difficulty. As the metal cannot shrink or swell, her weight remains constant through the seasons, and she requires no caulking from year to year. Her bottom cannot leak and her bulkheads should remain tight for the life of the boat. She can be left through winter and summer in rain or sun without harm and she need never fear the action of worms in the centerboard trunk or bottom.

Non-corrosive aluminum alloy (52-S) has, roughly, eight times the strength of wood. *Pirouette's* plating, therefore, having about one-eighth of the thickness of the usual wooden



quiring warped surfaces. Each side of her bottom is formed of a single sheet of metal cut as if from a huge cone, the curvature beginning with almost flatness at the stern and increasing forward to full rounded sections at the bow. The topsides are as if cut from a cylinder, their angle with respect to the water line being constant. Another boat designed on this plan by Mr. Burgess and using the same material and construction is the 12-foot rowboat carried this summer aboard Commodore Arthur Curtiss James' *Aloha Lii.*

Pirouette embodies another departure from the normal in that she has no frames as we know them in the wooden boat. Transverse stiffness is supplied in great measure by her bulkheads, which are riveted to bottom, deck and sides at either end of the cockpit. Some measure of transverse stiffness is also imparted by the partial deck and coaming bounding the cockpit. The boat originally had a thwart attached to the after end of the centerboard trunk; this was soon found to take up more room than it was worth and it was discarded without affecting the stiffness of the boat. Longitudinally, *Pirouette* is strengthened by four Z-bars welded to the bottom and running the length of the cockpit floor.

Ample flotation is given by her two watertight compartments. When capsized, purposely, she floated high on her side, with centerboard and slot well out of water. She was sailed, capsized, righted, bailed and sailed on her way without wetting the skipper's socks.

The finishing touches that complete *Pirouette's* character are her waxed sky blue topsides with aluminum chine, her rounded transom, the bright aluminum beading around the cockpit where coaming touches deck, her buff deck with sand dried in the paint, and her shining rod rigging.

"Pirouette," as the illustration indicates, is extremely light. While having ample stability, she is so light that she responds to every puff of wind. In a breeze, she answers instantly and, with crew and skipper, if necessary, up to windward, she is as stiff as a church. Below, "Pirouette" in the shop. She carries 125 square feet in mainsail and jib. The centerboard, like the hull, is of salt water resisting aluminum alloy

Photos by Johnston & Johnston, Inc.

boat, maintains the same strength of material. For a long time the weight saving advantages of aluminum were barred from use on boat and ship hulls because of its tendency to corrode in contact with salt water. High tensile aluminum alloy received prominent use in the masts of the America's Cup defenders *Enterprise* and *Rainbow;* all the spars on *Ranger* were aluminum. With the fairly recent development of alloys with special salt water corrosion-resisting properties, aluminum alloy is finding varied and extensive use at sea.

In December, 1935, there was launched at the Bath Iron Works a stubby miniature section of an aluminum alloy ship hull, known locally as the "Bath Tub" but champagne-christened *Alumette.* Also designed by W. Starling Burgess, she is unquestionable proof of the durability of aluminum in direct contact with salt water. The galvanic action in the salt water between her hull and the dissimilar metals of her bronze propellers and steel shafts is overcome by insulation to break the metallic circuit. She has been afloat at Newport News, Va., for four winters and summers. Periodic haul-outs for inspection have revealed no deterioration of her hull. *Pirouette,* built of the same alloy and having no zincs for protection, has come through her first season unscathed.

One other reason for the scarcity of aluminum boats lies in the hitherto almost prohibitive expense of fabricating a metal boat with warped or rounded surfaces. Where narrow wooden planks can be steamed and bent to form a round bottom, sheets of metal have to be put through the expensive process of rolling, hammering or pressing to achieve the same effect. *Pirouette,* however, embodies a form of design and construction that give shape to the boat without re-

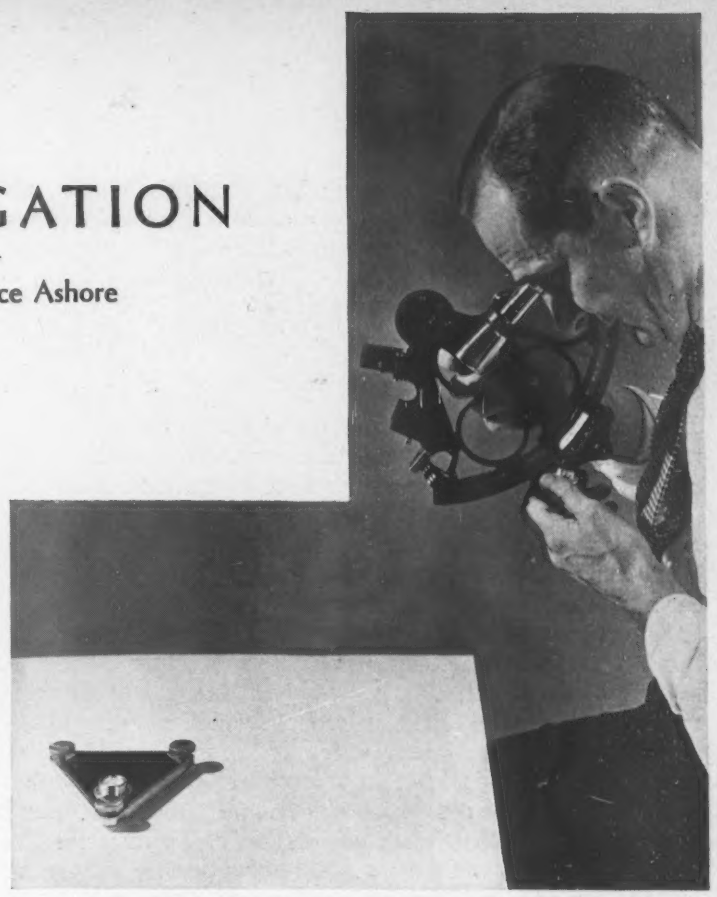
NOVEMBER, 1939

PRACTICAL NAVIGATION

A Few Hints on Securing Valuable Practice Ashore

By

GEORGE F. ADAMS



Using the artificial horizon. The form shown consists of a triangle of optically ground glass to which is attached a bubble level and adjusting screws

THIS article is intended for those who have a fair understanding of the theory of navigation but who, because of lack of opportunity for practice, have not had a chance to discover certain short cuts and routine methods which lighten the work without destroying its accuracy; also for those who lack the confidence which is so essential yet which can be gained only through practice. In this category must fall by far the greater number of amateur navigators.

How is the navigator who goes to sea for only a few days a year going to get the practice necessary to give him confidence? Obviously, there is nothing that will take the place of working under actual conditions at sea but it is possible to go a long way toward eliminating most of one's errors and gain a tremendous amount of worth-while practice by working with an artificial horizon ashore. I am convinced that comparatively few amateur navigators realize the potentialities of this instrument. In the first place, the results obtained in using an artificial horizon are susceptible of a degree of accuracy which can never be attained aboard ship. Geographical positions ashore, the boundary lines of states, etc. (other than natural boundaries), are fixed by surveyors who obtain their latitudes and longitudes by the use of an artificial horizon in one form or another. And such positions and boundaries are accurate, not to within a quarter of a mile or more (which is extremely good at sea) but to within a few yards.

Second, in working with an artificial horizon ashore, you get almost the same practice in taking the sight that you do at sea and exactly the same practice in taking the time, correcting the altitude and making the calculations. The only difference is that you are not standing on the heaving deck of a small vessel and the shade glasses and mirrors of your sextant are not covered with salt spray. Furthermore, the working conditions are usually more pleasant and comfortable and there is the added advantage that you may compare your results with the geographical position ashore which is known or can be accurately estimated from a large scale map, whereas there is never any absolute check on the accuracy of a sight taken at sea. Thus you may check and recheck your work, gradually eliminating mistakes in calculation and the careless errors so apt to be made by one who does not practice often. In doing so, the aspiring navigator is almost bound to arrive at a systematic method of handling his tables and getting his calculations down on paper — a system which he will use quite unconsciously later on — thereby saving a considerable amount of time and avoiding lost motion. The artificial horizon has one other outstanding advantage. At sea, the observation of stars, planets and, in most cases, the moon (except when the latter is observed in the daytime) is limited to the two short periods of morning and evening twilight; with the artificial horizon ashore, these bodies may be observed at any hour of the night as long as they are visible. This is really a great advantage since as much star practice can be obtained in two or three hours some evening ashore as in a couple of weeks at sea.

The next question is, what is an artificial horizon and how is it used? Briefly, any perfectly level reflecting surface is an artificial horizon. All liquids of sufficient viscosity to give them a good reflecting surface are suitable. Mercury is first as it has the best reflecting surface but excellent results can be had with a shallow dish of heavy lubricating oil or a saucer of molasses. The standard mercury horizons are supplied with small panes of optically ground glass so arranged as to prevent the surface of the mercury being ruffled by wind. This is the one disadvantage of a liquid horizon; the slightest draft of air renders it unusable. But don't think you can get results by setting up a liquid horizon on the window sill and taking sights through the closed window. The light from the body observed will be so refracted by passing through the pane of glass as to render the sight valueless. Another type of artificial horizon consists of a small triangular piece of optically ground glass to which is attached a bubble level and adjusting screws so that the surface of the glass may be brought to a horizontal position. If carefully adjusted and set up on a solid foundation, to prevent jarring, such a horizon should give excellent results.

The principle involved is a simple one and can be readily understood by referring to Figure 1. Suppose that HH' represents the level surface of the artificial horizon, S the position of the sextant with its telescope pointed at the horizon and MO and $M'S$ two parallel beams of light from the same observed body. The angle MOH is then the actual altitude of the body which we wish to measure. It is a well-known principle of optics that the angle of reflection and the angle of incidence are the same, *i.e.*, a beam of light is reflected from a surface at exactly the same angle at which it came on to the surface. The angles MOH and SOH' are, therefore, equal. Suppose the beam MO strikes the surface of the horizon and is reflected upward into the telescope of the sextant, at which point it seems to proceed from the direction $M''OS$. At the same time, the parallel beam $M'S$ is reflected in the index and horizon mirrors of the sextant in the usual way and when the two images are brought into coincidence the angle really measured by the sextant is the angle $M'SM''$. A little thought will show that this angle is twice the angle MOH, the one we want to measure. Therefore, in this case the sextant reading is double the observed altitude. However, before dividing by 2 to get the observed

altitude, it is necessary to take into account the index error which is an error inherent in the sextant itself and which applies to any angle measured by it. Example:

Angle measured by sextant		84°:14.5′
Index error	plus	5.5′
Correct sextant angle		84°:20.0′
Divided by 2, gives correct observed altitude of		42°:10.0′

This observed altitude must then be further corrected for refraction, parallax and semi-diameter in the usual manner but not for dip or height of eye as there is, of course, no height of eye with an artificial horizon. The resultant altitude is known as the true altitude (usually abbreviated as *h*) and is the one used in the calculation of the position. In taking the altitudes of stars by this method, all that is necessary is to bring the two images into coincidence but when observing the sun or moon, somewhat more care is necessary. In looking through the sextant telescope, two images will be seen; one reflected in the artificial horizon, which appears to remain stationary, and one reflected by the index and horizon mirrors, which appears to move up and down as the index arm is moved. For convenience, let us call these the horizon image and the index image, respectively. To measure the altitude, the two images must be brought into tangency, *i.e.*, their edges just barely touching, one above the other. If the index image is the one above, it will be the *lower* limb of the body which is being observed; if the index image is below, it will be the *upper* limb which is being observed. This factor must be taken into consideration when correcting for semi-diameter. See Figure 2.

Let us turn now to the sextant, the most important instrument in navigation; on its accuracy and your proficiency in its use depend the final results. Though usually rugged in construction, the sextant is really a delicate instrument of precision and should be treated as such. Many sextants will measure angles as closely as 10″ of arc which is 1/360 of a degree. This will give some idea of the delicacy of their adjustment. Obviously, such an instrument should never be dropped, bumped or jarred and should be protected from sudden changes of temperature and moisture as far as possible. It should be kept in its case when not in use and the case securely lashed or wedged in some convenient place, not left in a bunk where it can slide around with the motion of the vessel or on a table where it may fall.

Telescope lenses, shade glasses and mirrors should be kept free of moisture and cleaned only with lens paper or a soft cloth. On no account polish the arc of a sextant with brass polish. The engraving on the arc is so fine that the coarse abrasive in the polish will wear it down so that it can be read only with difficulty. If you must polish it, use tooth powder or jeweler's rouge; once you have it polished, try to retain the polish as long as possible by keeping the arc covered with a film of light oil. This precaution applies, of course, only to the older type of sextant with an inlaid silver arc read by a vernier. The new type micrometer instrument, with a deeply engraved arc reading only to 1°, would not be harmed by a little polishing.

Occasionally, it becomes necessary to have a sextant adjusted and tested. Whenever possible, this should be done by a nautical instrument dealer. Thereafter, it should be left severely alone; if carefully handled, it will probably stay in adjustment for a long period. Once in a great while, the horizon mirror gets out of line and must be readjusted at sea. This can be easily done by any experienced person who has studied the instrument and is familiar with it. It is best, however, to avoid any more tinkering than is absolutely necessary. Another wise precaution when using the instrument at sea is to have a short lanyard attached to it with an eye splice that will just fit snugly over the wrist. This precludes possibility of dropping the sextant or losing it overboard.

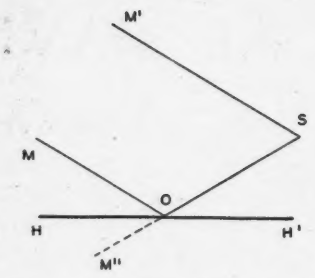
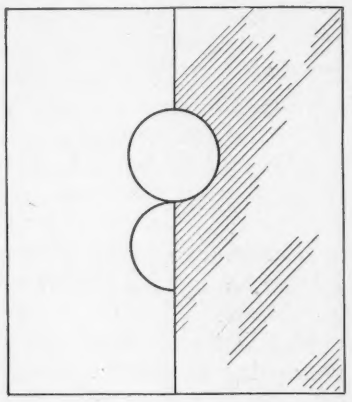


Figure 1. Diagram illustrating the principle of the artifical horizon

Below, Figure 2. The two images of the sun brought into tangency in the horizon mirror. The index image is uppermost and the altitude of the lower limb is being measured. If the positions were reversed, that of the upper limb would be measured



Above, I stated that some sextants could be read as closely as 10″ of arc but such accuracy is seldom necessary. In a small boat at sea, about the closest that a navigator can figure his position is within half a mile or, at the very best, a quarter-mile. Most of the time it is considerably farther off than that and so it is a waste of time to try to read the sextant closer than 0.5′ of arc, which is half a mile in position. Furthermore, the old system of expressing angles in degrees, minutes and seconds has been virtually abandoned. The *Nautical Almanac* and all the newer line of position tables use degrees, minutes and *tenths* (of minutes) so the sooner you become used to this system, the easier it will be. Seconds of *time*, on the other hand, should never be disregarded. The watch or chronometer should always be read to the nearest second when taking a sight. A ten-second error in time could throw the position off as much as 2.5 miles, whereas 10″ error in altitude would throw it off less than one-fifth of a mile.

This brings us to the question of time. As everyone knows, time for navigational purposes at sea is kept by a chronometer set to Greenwich Civil Time. No chronometer was ever built, however, which kept perfect time and there is always a certain amount of error which must be taken into account. The average daily gain or loss of any particular chronometer is called its *rate* and the cumulative gain or loss, or the amount that any chronometer is fast or slow on a certain date, is called its *error*. For every sight taken at sea, with the exception of a meridian altitude for latitude, the Greenwich Civil Time must be known to the nearest second, if possible. The easiest way to do this is to have someone standing by the chronometer. When the sight is taken, the navigator calls out "Mark!" and the exact hour, minute and second are noted. Yet it is often inexpedient to do this as the navigator may be standing where the person at the chronometer cannot hear him readily. Moreover, the whole crew should not be waked up by the navigator and his assistant shouting back and forth when they are taking star sights at 4:30 or 5:00 a.m.

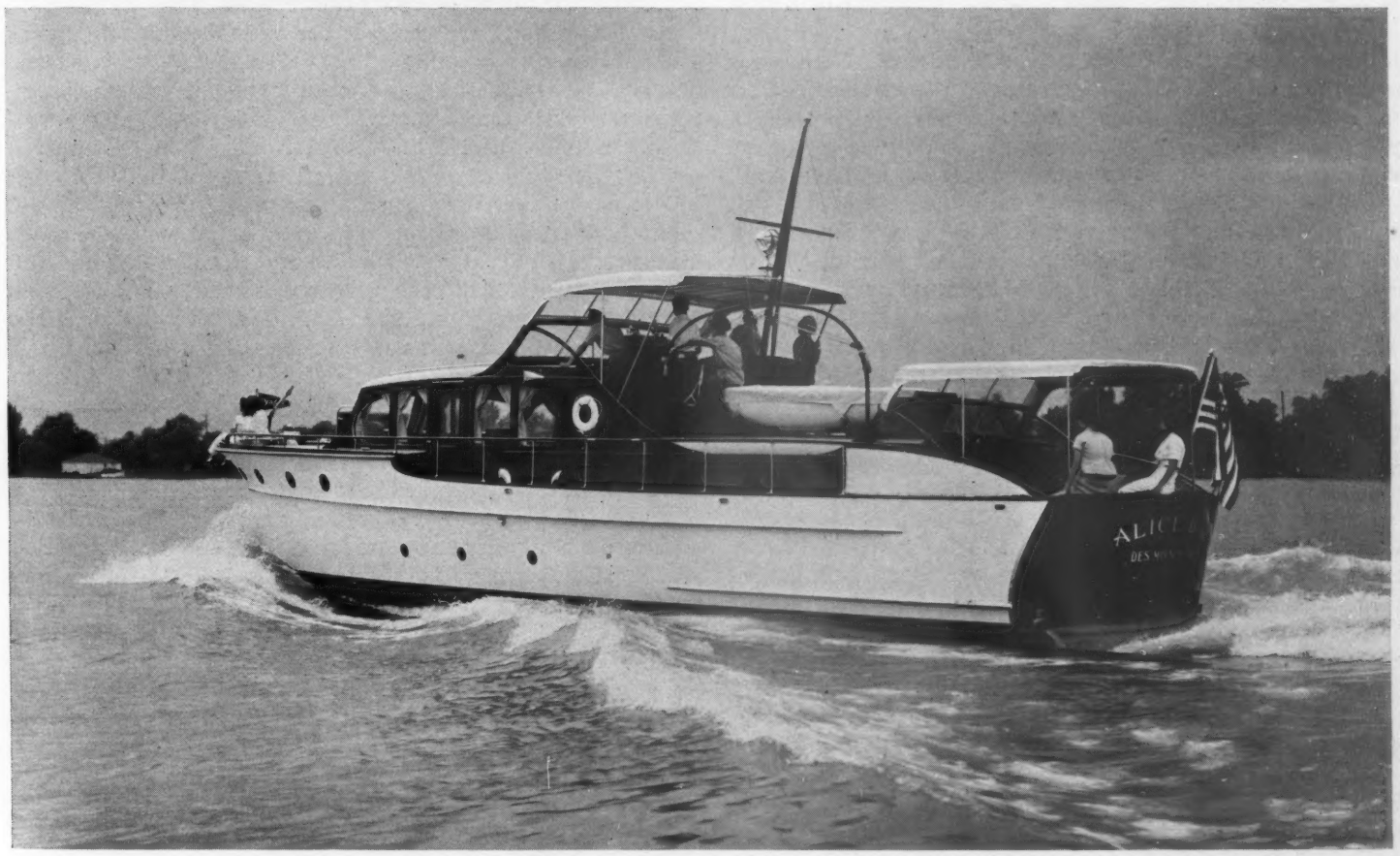
Under such circumstances, the best thing to do is to take the time on your watch and then compare the watch with the chronometer. This makes an extra calculation as your watch will almost always be slow of the chronometer. Since extra calculations are what we want to avoid, the easiest way to do this is as follows: Few watches have second-setting hands but any watch can be set to the nearest minute; so, if the chronometer is slow of Greenwich, set your watch by the chronometer to the nearest minute but *slow* of the chronometer. If the chronometer is fast of Greenwich, set

(Continued on page 111)

"Alice B III" was recently delivered to her owner, George O'Dea, of Des Moines, Iowa. The yacht has a raised deck forward, deckhouse and trunk cabin. Crew's quarters and galley are forward as is the dinette seen at the right. This room is finished in knotty pine and upholstered in bright red leather. Below is the after port corner of the owner's stateroom, which is finished in walnut. Sound insulation is fitted between the carlines. The deckhouse, amidships, is a light and airy lounging and dining room.

"ALICE B III"

She is the first of the new 55-foot twin screw motor yachts designed and built by the Chris-Craft Corporation, of Algonac, Mich. She is 55' 0" in length over all and 14' 0" beam. A pair of Scripps engines developing 195 horse power each, driving twin screws through reduction gear, gives the yacht a maximum speed of 22 miles per hour.



THE COAST GUARD RESERVE

The Organization of Reserve Flotillas Is Proceeding Rapidly

By WILLIAM H. TAYLOR

ALTHOUGH the Coast Guard Reserve, authorized last June by Congress, is still in a formative stage, the response from boat owners already received by the Coast Guard indicates that the Reserve will have the support and enthusiastic coöperation of thousands of yachtsmen in accomplishing its twofold purpose, of raising the general level of motor boat maintenance and operation and of providing the Coast Guard with an auxiliary fleet on which it can draw for rescue and patrol work.

Applications for membership in the Reserve have been pouring into Coast Guard district headquarters throughout the country, both from individuals and from groups. An officer in each district has been assigned as District Reserve Director and is receiving applications and gradually getting them into shape. By spring, there will be Reserve Flotillas in operation all around our coasts.

Now, as to the what and the why. The stated purposes of the organization are: "In the interest of (a) safety to life at sea and on the navigable waters, (b) the promotion of efficiency in the operation of motor boats and yachts, (c) a wider knowledge of, and better compliance with, the laws, rules and regulations governing the operation and navigation of motor boats and yachts, and (d) facilitating certain operations of the Coast Guard."

One thing the Coast Guard wishes to make clear is that the organization is entirely voluntary and that members' boats will not be commandeered. With your permission, the Coast Guard may use your boat to patrol a regatta or marine parade in your neighborhood but it will not suddenly notify you that your boat has been assigned to patrol the Alaskan sealing grounds. On the other hand, don't get the idea that, just because you fly the Reserve pennant, you can go dashing around suppressing reckless motor boat drivers on your own hook. Your boat will be assigned to active duty only with an officer of the Coast Guard in charge. And, if it makes you feel any better, the Coast Guard will pay for your gasoline and other "actual necessary expenses of operation" while she's on official business.

Eligibility requirements are simple and highly reasonable. In the first place, the applicant must be the owner, or at least a one-fourth owner, of a yacht or motor boat and must be over eighteen years of age. Second, he must pass an examination covering the handling and operation of vessels, the navigation laws of the United States, and the regulations of the Reserve. Third, his boat must pass an inspection proving that she is competently operated, well found, in good operating condition and equipped according to law, plus such additional equipment as the Reserve may specify.

The set-up of the Reserve fleet is as follows: The local unit is the Flotilla, consisting of at least fifteen persons owning not less than ten boats and will be headed by a Commander, Vice Commander and Junior Commander. The Flotillas will be geographically grouped into Sections, each administered by a Section Board, consisting of a representative of each Flotilla, with the District Reserve Director as a member *ex-officio*. Each Section will also have three elective officers: Captain, Vice Captain and Junior Captain.

Administration of the Reserve in a District will be under the control of the District Commander and a board consisting of the District Reserve Director (both regular Coast Guard officers) and the Captain or other representative of each Section, organized as a District Board, which will also have two elective officers, a Commodore and Vice Commodore. Coast Guard districts take in quite a lot of territory. The two eastern districts, for instance, are the Boston district, extending from Eastport, Me., to Watch Hill, R. I., and the New York district, from Watch Hill to Delaware Breakwater.

While you must own a boat to join the Reserve, she need not be a seagoing Diesel. An open 17-foot sail boat will get you by, other things being satisfactory. The Coast Guard classifies as a "motor boat" any documented or numbered vessel propelled by machinery, not more than 65 feet over all, and as a "yacht" any documented or numbered vessel used exclusively for pleasure or any pleasure sail boat over 16 feet over all. In the Reserve fleet, three classes will be recognized: Class 1, seagoing motor boats or yachts with accommodations and capable of extended offshore cruises; Class 2, motor boats or yachts possessing accommodations and adapted for use on protected waters; Class 3, motor boats or yachts without accommodations. Vessels in each class may be awarded a merit rating of "excellent," based on general upkeep, appearance, competence of operating personnel and conformity with the navigation laws and Reserve regulations. Those so rated may carry an extra blue pennant.

Further to encourage proficiency, the regulations provide ratings in both the deck and engineering branches, through which the member may advance by passing examinations to be provided. You can win the right to wear the insignia of a Navigator, Senior Navigator or Master Navigator; or an Engineer, Senior Engineer or Master Engineer, according to how your tastes and talents run, or both.

Suitable flags and insignia for vessels and men will be designated and supplied by the Coast Guard (at the member's expense, naturally) for all grades of members and ranks of officers.

Lieutenant D. P. Mills, Director of the Coast Guard Reserve for the New York district, tells me that by early October he had had something like 200 applications for membership, some coming from individuals, others through clubs or other groups prepared to organize flotillas, and that by spring there will probably be from thirty to a hundred flotillas in the Watch Hill-Delaware Breakwater area. For the present, all details are being handled from the Coast Guard district headquarters, which will inspect boats, examine applicants and form the Flotillas. When the thing gets rolling, however, the Flotillas themselves will be self-contained units handling membership and other details under general supervision from Coast Guard Headquarters.

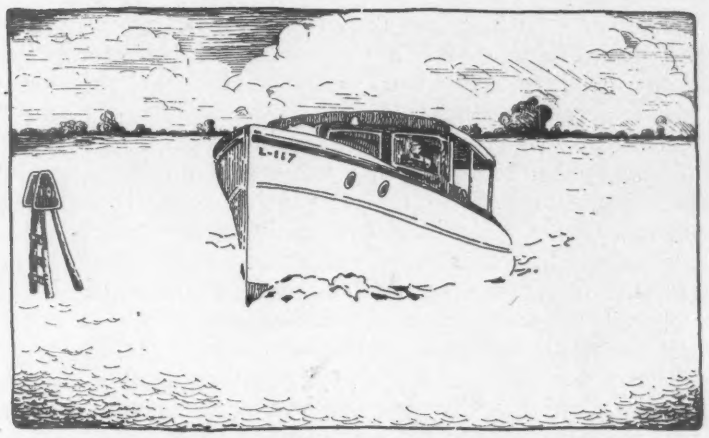
As for the mechanics of "j'ining up," you have only to address an inquiry to "Director, Coast Guard Reserve, U. S. Coast Guard," at whatever address the headquarters of your district happens to be. In the two eastern districts, it is "Custom House, Boston," or "Custom House, New York." As the situation lines up, I think it desirable to apply in groups, for Flotilla enrollments. In some of the populous yacht anchorages, there may be more than one Flotilla and, by applying in club or similar units, you improve your chances of being a member of a congenial group. The bulk of membership in the Reserve will be yachtsmen, but there

(Continued on page 103)

SHOAL WATER SEAMANSHIP

By

J. EMMET

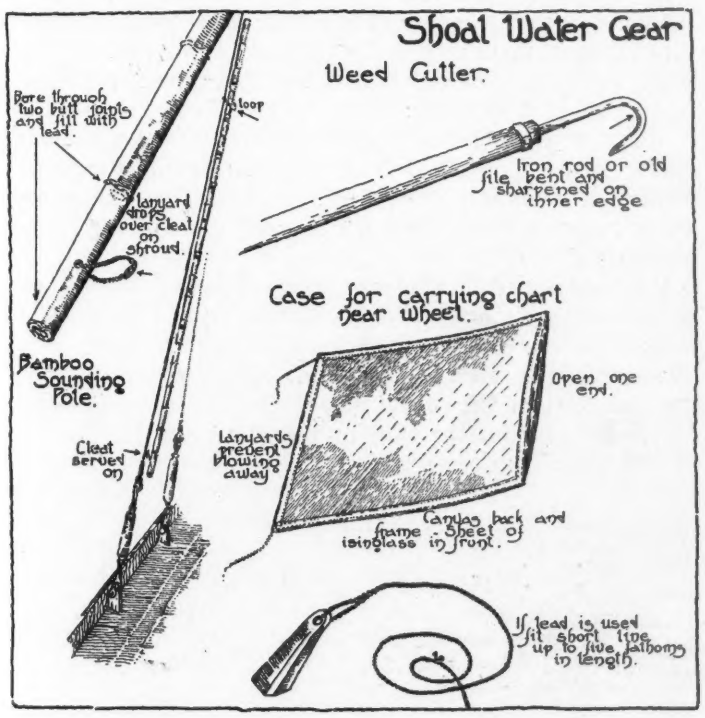


Better slow the engine down in tricky channels

MANY a man who sails most of the time where the water is deep finds an altogether different brand of seamanship necessary when he tries vacation cruising in waters as shoal as Barnegat and Chesapeake Bays or attempts the Inside Route south in the fall.

Because your boat is of comparatively deep draft is no reason why you should forego such places. With anything under the maximum draft that can be carried, the careful owner usually gets along better than the man with the ultra shoal draft boat who just blunders along because she draws so little water. This holds true of both motor cruisers and auxiliaries. Considering the latter, a centerboard is naturally a convenience, not only because of the boat's lessened draft but because the board, when partially lowered, even under power, gives warning before grounding hard. Boats of this type, though, when they do go aground, are often difficult to get off, whereas heeling a keel boat, either by shifting the crew or with the sails, decreases the draft and makes refloating possible. A keel boat, with a deep heel aft, may have the bow pulled around to head for deeper water. Then, with the engine going and with a kedge out ahead, she may be skidded off.

Size enters the picture here. A comparatively small boat can be manhandled, whereas a larger boat must depend on her engine, sails and windlass. This alone makes it advisable for an auxiliary cruising through shoal waterways to have an engine powerful enough to handle her against foul tides and head winds in strange channels that are too narrow or too tricky to be sailed in safely. Also, she should have hauling gear forward stout enough to set up a really telling strain on a kedge in event of grounding.


Shoal Water Gear
Weed Cutter
Bore through two butt joints and fill with lead.
loop
Iron rod or old file bent and sharpened on inner edge
lanyard drops over cleat on shroud.
Case for carrying chart near wheel.
Bamboo Sounding Pole.
open one end.
Cleat served on
Lanyards prevent blowing away
canvas back and frame. Sheet of isinglass in front.
If lead is used fit short line up to five fathoms in length.

But who wants to go aground? Equipment peculiar to shoal water going helps guard against this. The lead line is not so useful in shallow water. Work boats whose business takes them in and out of narrow, shallow channels, rely largely on a long pole to feel their way. A lengthy bamboo serves the yachtsman best. It should be as large as can be conveniently bought and is merely an old-fashioned fishing pole. It should be about one and one-half inches through at the butt so that you can cut off the thin upper part and still have a 12- or 15-foot sounding length. Bore through the two end sections next the butt and pour in melted lead, just hot enough to run. This will lessen the pole's buoyancy and make plunging it into the water easier. The joints afford natural handholds and friction tape or marline service, spaced one or two feet apart, indicate the depth. Of course, a boathook will serve the same purpose if it is long enough to determine depths well in advance of reaching really shoal water. It, too, can be marked with painted rings or round headed screws placed in series so they can be distinguished by feel at night. Either can be carried, up-ended in boathook fashion, in open lashings on a shroud and be instantly available.

A weed cutter may be worth its proverbial weight in gold, especially in cold weather. One can be made from an iron rod or old file, bent hook fashion and sharpened on its inner edge. It should then be driven into a handle just long enough to enable one to reach over the side and pull grass from where it has wound around the shaft.

The wooden part of the boat's keel, especially in southern waters, should be protected by a copper grounding strip, while motor boats may have a wooden worm shoe fitted to protect the copper paint on the bottom of the keel. The water intake to the engine should be properly screened and, in shoal draft boats, be located high enough to avoid likelihood of silt being drawn up in roiled water. A spare propeller, bored correctly for the shaft, may never be used but, particularly when going South, it may save your being held up for a week on some out-of-the-way railway while a new wheel is ordered from the North.

The largest scale charts will be worth while, especially if you intend making side trips, and with their aid sheltered anchorages between ports can be entered. The usual cabin chart table should be supplemented with some sort of container, preferably waterproof, in which the chart in use can be carried near the wheel.

The compass should be as correct for strange shoal water going as for outside work. Often, the only way to find a hidden, unbuoyed creek entrance is to take a course from a known departure shown on the chart; usually these openings

cannot be seen from any distance nor are they easily distinguished from others. The compass is useful in determining which creek to take when several diverge from the route; also to check the course being run.

It may sound strange, but the ground tackle should be on the heavy side for some shoal water anchorages, especially in spring and fall. You often bring up in a perfectly sheltered natural anchorage so small as to make remaining in its center essential. Winds blow unhindered over stretches of marshland and the very smallness of the anchorage makes it impossible to veer enough chain. Strong winds over shallow water sections, such as in the Carolinas, raise and lower the water to an unbelievable extent; if you do not remain in the deepest place, morning may find you firmly aground, where you will remain until the water comes back. The best insurance against this is an anchor heavy enough to hold with little cable out. Or you may want to anchor at the edge of a narrow channel. A cross wind in the night will either blow you out into the way of passing boats or up on the flats alongside. A light anchor which can be easily carried out astern will preclude handling your heavy hook for the purpose when your bower anchor is already out ahead.

Really to enjoy shoal water cruising, you should have a dinghy large enough to be worth while. For such going, the dinghy is used so often and can be towed so safely that she is seldom taken aboard; consequently, her size and weight hardly count. She should be instantly available for taking soundings ahead, for working from when aground and, best of all, for interesting side trips. There will be any number of times when one of the new small inboard-powered tenders or an outboard for your present dinghy will be appreciated. With the big boat anchored in a safe spot, one can economically explore out from her without having to be constantly alert to follow the channel.

You should train yourself to judge distances accurately. If the chart shows the channel to be 100 yards from the next point, know how far this actually is. If it shows two miles between points, either develop your sense of distance to judge this accurately enough to pick the correct buoy when others may look like it or depend on your watch and engine speed to estimate that distance.

In narrow rivers, give points a good berth. Stay out of fish trap areas, to avoid broken off stakes, and mistrust local aids such as bushes or stakes, which may or may not mean anything but which should be approached cautiously. When channels run through wide, shoal expanses of water, where the sides of the dredged cut are not visible, look astern occasionally to see whether you are being set to one side by wind or tide. If you have been, correct your course cautiously as it is difficult to line up marks again when viewed from an angle. If you notice the boat steering peculiarly, settling aft and pulling an abnormal wave astern, you are probably in shoal water. In narrow channels, most boats instinctively hunt deep water if given a chance. If yours seems to be doing this by pulling hard on the wheel in one direction, slow down and make sure you are not running dangerously near the bank.

If you should bump, releasing the wheel and putting the engine in neutral may cause the boat to hunt deeper water of her own accord. If she does not, sound out around the boat to make sure where the channel is before giving her the gas to work off. If the boat is aground on what is only a hump, and is headed for deeper water, sending the crew to the bow or out on the bowsprit, and at the same time rolling the boat, together with a burst of power, may kick her off. If this does not work, and immediate action is not necessitated by a quickly falling tide, shut off the engine, light your pipe and ponder the situation. In many shoal water sections there will be little or no tide either to help or hinder, although if you are on for any length of time a shift or increase in the wind may raise or lower the water. If you can twist or roll the boat, it will help. If the bottom is silt covered, you may be able to pull or drive her through; if it is hard sand, there will not be much give to it. An anchor, far enough out in deeper water to give the cable enough scope to insure its holding, is your best bet. Having a powerful windlass is valuable and also a knowledge of your boat's underbody. If going out on the bow did not change her trim, even slightly, shove the main boom over the side and have someone crawl out on it while you heave in on the anchor and at the same time keep the engine going. A motor cruiser will have to depend on the crew trying to roll her but she will usually have more power than an auxiliary. You can even run a line from the main halliard to an anchor well to one side, then come down on the halliard and heel the boat materially.

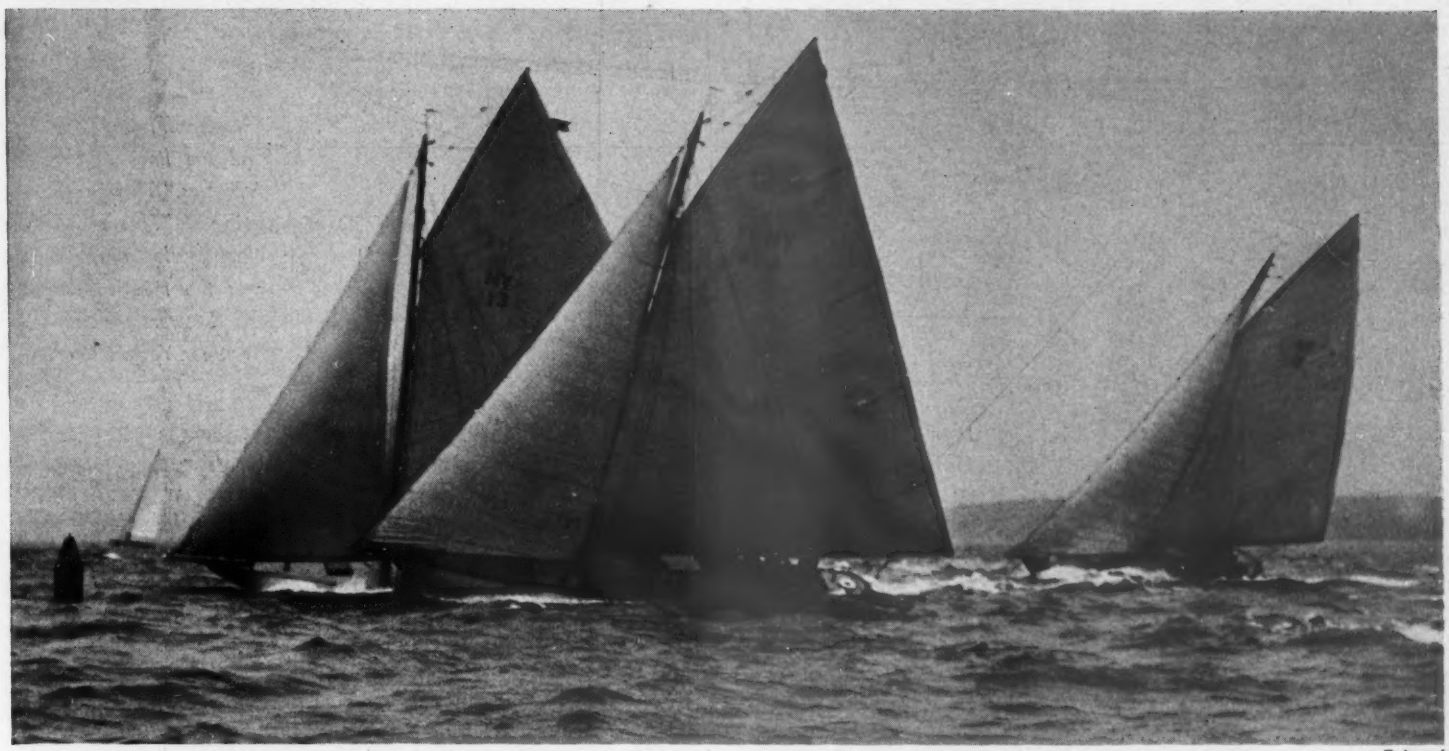
Whatever you do, be prepared for that wished for moment when she begins to move. Keep her going but be alert to throw the engine into neutral since things can get into an unholy mess if she is allowed to go full ahead suddenly. If the bottom is solid and the boat's draft under four feet, going overboard will enable a man to exert considerable pressure under the bow or stern, although the engine should not be running in this case.

Sometimes a motor boat can be dug out of a sand bottom by running an anchor astern and putting the engine full ahead. She will pile up the sand astern but may work her keel free. When this happens, throw the engine into neutral until you take up all you can on the cable, then go ahead again with the engine. By thus gradually working astern, you may be able to get off.

If you continually run strange shoal waterways under either full power or with all sail set running free in a good breeze, you are bound to get aground often, and usually hard. Remember that a good six and one-half or seven knots enables you to pile up sixty-mile runs daily. High powered boats may find it advisable to carry extra starting batteries if they lack a small generating set for recharging. Slow running of such main engines, often necessary in shoal water work, may drain the batteries so low that the motors cannot be started next morning.

When you do sail in tricky channels, especially during spring and fall, a divided rig is appreciated. Beating to windward is usually impossible. Running free, under only jib and mizzen or a schooner's foresail, gives enough speed for safe going.

Whether it be from choice or necessity, and despite all this talk about grounding, shoal water going can be pleasant work. The crew of a 60-foot fisherman type schooner, which had sailed 3000 miles below Miami, recently confessed that the best part of the cruise was when they came inside at Morehead City for the run through the beautiful Carolina country. And she drew nine feet, at that!



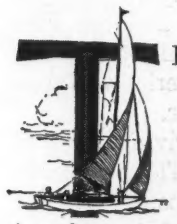
E. Levick

The "Thirties" practically never reefed in a race, no matter how hard it might blow

CLASS WILL TELL

The New York Yacht Club "Thirties" Celebrate Another Anniversary

By SAM C. SLAUGHTER



THIRTY-FIVE years ago this month, that is, on November 16th, 1904, three well-known yachting enthusiasts leaned back in their chairs in the New York Yacht Club and heaved a sigh of satisfaction. After weeks of meetings and negotiations, they had just signed a contract with the Herreshoff Manufacturing Company for the construction of a new one-design racing class to be known as the New York Yacht Club Thirty-Foot Class.

For some time, race-minded members of the New York Yacht Club had been groping for an acceptable one-design boat smaller than the big sloops, such as *Mineola*, *Virginia*, *Yankee* and *Rainbow* — over 100 feet long. They visualized a class not restricted to a small number by reason of great cost and excessive operating expense.

Newbury Lawton, Addison G. Hanan and William Butler Duncan, Jr., were named to a committee to select and purchase a minimum of eight "wholesome, seaworthy craft, free from freak features . . . about 30 foot water line, short overhangs, moderate beam and draft . . . cabin house . . . complete but simple outfit for cruising . . . sail area about 1000 square feet."

Five prominent N.Y.Y.C. members had signed up and the committee guaranteed three more buyers. Enthusiasm grew, however, and by February, 1905, eighteen "Thirties" had been ordered and were commissioned that spring. The ownership list included names to conjure with, men then famous in yachting, finance and society: A. H. and J. W. Alker, C. O'Donnell Iselin, Cord Meyer, W. D. Guthrie, August Belmont, W. Butler Duncan, Jr., Henry F. Lippitt, Oliver Harriman, Philip H. and George A. Adee, Amos Tuck French, Lyman Delano, George M. Pynchon, Howard Willets, Stuyvesant Wainwright, Newbury D. Lawton, A. G. and H. W. Hanan, Henry L. Maxwell, and John Murray Mitchell.

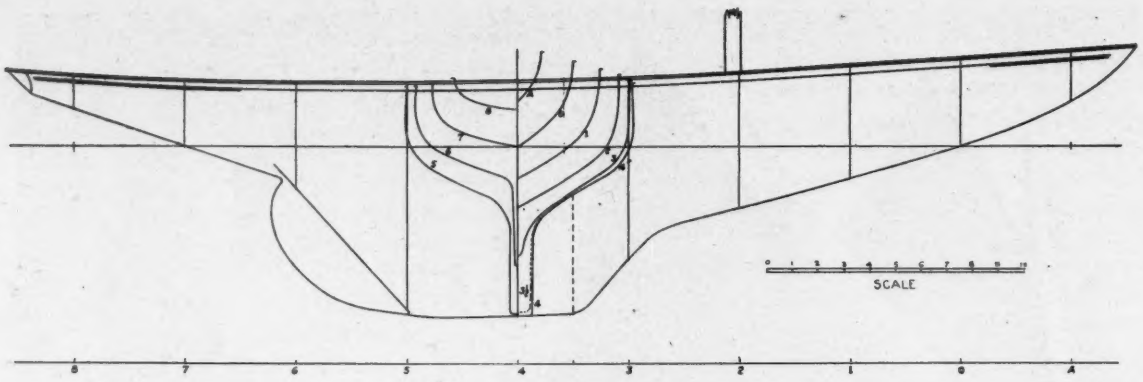
Little did these men know what vital history this class would write nor, indeed, could they more than hope for a satisfactory craft. Specifications were meager, lines a mystery and models non-existent. The magazine *Outing*, for August, 1901, stated, ". . . with the advent of Mr. Herreshoff into the designing field began a system of secrecy which has since made it impossible to get all the measurements of competing yachts."

Every man of this group had bought a boat on faith, a cabin or cruising racer of

> "Length over all, 43′ 6″;
> Water line, not less than 30′ 0″;
> Beam, 8′ 10″;
> Draft, 6′ 3″.
>
> "Framing, best white oak; fastenings, bronze and copper; planking, yellow pine, to be double below the turn of the bilge to sheerstrake, the inner thickness to be of cypress. Deck, selected white pine, canvas covered. Mahogany raised cabin house; outside lead ballast; sloop rigged."

Those brief specifications were all. How different from today when owners pore over blue prints, caress models, gloat over proposed rigs and, indeed, even argue with their architects about important phases of design.

"Nat" Herreshoff was then, however, the Stradivarius of yachting and with no less caution hid the secret of his design, his materials and his method of blending them into a perfect thing. His was the master's hand and one's right to question was confined entirely to results, to performance.



Herreshoff never gave out the lines of the "Thirties." These were taken off "Phryne" by John Hyslop when he was the measurer of the Seawanhaka Corinthian Yacht Club

Today, naval architecture is more a matter of calculation than of inspiration. Now, too, yachting periodicals and semi-technical books provide an easy education for those interested enough to read. Plans and specifications of new craft are widely publicized. Blind faith has bowed to intelligent consultation.

The famous Nat wrote at this time: ". . . and I am well pleased with it (the design) as I have not had the restraint of getting the biggest boat possible for the W.L. length." On January 5th, 1905, the first "Thirty" had her trial spin and Nat again wrote: ". . . from the feeling of this boat today, I am quite sure the boats will prove to be good sailers, in light airs at least."

April 14th saw the last "Thirty" finished and, on April 30th, Nat once more wrote: "We have six of the boats afloat and four completely rigged. Three will sail away tomorrow."

Thus was a new class born.

The 1905 racing season soon began and 51 races were sailed by the class before the boats were laid up for the winter. Never were all 18 "Thirties" starters in the same race but records do show 15 competitors. *Adelaide, Alera, Dahinda, Nautilus* and *Phryne* were constant opponents and each was in turn successful. Rivalry was keen and interest in the class was intense as the fame of the new boats spread.

The N.Y.Y.C. held nine regattas on the Sound that season, five of them exclusively for the benefit of the "Thirties." Some of the new boats went on the annual cruise and returned with honors. *Dahinda* won the Glen Cove to Morris Cove Commodore's Cup against 22 sloops of all classes; *Cara Mia*, the New London to Newport Commodore's Cup against 21 sloops; and *Nautilus*, the Rear Commodore's Cup. (There were two Commodore's Cups that year.) *Cara Mia* also won the Navy Challenge Cup against 18 sloops, as well as the season's Sound championship. Today, as *Old Timer*, No. 14, owned by H. A. Calahan, she can be seen each weekend sailing the western Sound with all the speed and grace of a youngster.

The first season brought out but one fault in the design — a severe weather helm — and during the winter of 1905–6 bowsprits were lengthened from 21 to 39 inches and larger jibs provided. Throughout the years, this rig remains unchanged and N.Y. "Thirties" today are essentially the same as they were in 1906.

In the ten years following, many classes flashed into prominence and faded from the picture while the "Thirties" continued their successful racing career. The Q Class, the larger sloop classes, Sound Schooners, etc., had their innings but none could maintain the interest necessary for successful class competition. With 1917, racing interest bowed to a World War and not until five years later did Sound racing again become active and with it the "Thirties" once more claimed high honors in regattas, in series and on cruises, against more modern craft.

Seven years after the class was so successfully launched, a group of N.Y.Y.C. members met to discuss plans for a larger one-design class that was to be a compromise between the big sloops, such as *Istalena*, and the comparatively small N.Y. "Thirties." As a result, nine N.Y.Y.C. "Fifties" were designed and built by Herreshoff and launched in 1913. These beautiful yachts, too, were most successful, but gradually rigs were changed and racing interest waned until, in 1926, thirteen years later, they ceased to exist as a separate racing class. Until recently, some "Fifties" were still racing on Long Island Sound with the M Class.

Thirteen Herreshoff N.Y. "Forties," built three years after the "Fifties," had an even shorter racing career and eleven years later faded from class competition on the Sound.

Even the advent of these newer large yachts could not dim the luster of the old New York Thirty-Foot Class and, strangely enough, 1927 proved to be one of its most interesting and successful seasons. It is significant that, after 22 years of racing, a class should still inspire such widespread interest and keen competition.

That season, Gherardi Davis' *Alice*, brilliantly sailed by Sherman Hoyt, won the Rear Commodore's Cup for sloops on the run from Vineyard Haven to Newport and the Vice Commodore's Cup for sloops on the run from Huntington to New London in a fresh breeze. The season series was won by *Minx*, owned and sailed by W. C. Atwater.

As the boats got older and continued hard driving began to take its inevitable toll, all the active racing "Thirties" were strengthened by the lengthening of mast steps, by heavier partners, tie rods forward of mast from deck to mast step, bronze straps under the forefoot and steel reinforcement on frames under the mast step. Some were refastened a few years ago and many added jigs to jib sheets and backstays. Recently, a "Thirty" was rebuilt below into quite a modern snug little cruiser, with four comfortable bunks, hanging locker, storage lockers and adequate toilet and galley facilities.

Modernization of rig became a moot question among "Thirty" owners and, in 1927, J. P. Morgan's *Phryne* was equipped with a Marconi rig. While this was, in a measure, an experimental job using an extra spar from Mr. Morgan's "Q" boat *Grayling*, still, it gave promise of better performance and obviously improved the boat's appearance. Not eligible for class competition, *Phryne* was withdrawn from the racing.

Obviously, a Marconi main and cut down jib, a reduction in sail area to about 900 square feet, with inboard boom and permanent backstay, bowsprit removed, hollow spars and a properly designed Genoa would make a "Thirty" a pretty smart looking modern craft. However, the expense involved (estimated at $2500) was out of line with the market value of these boats.

In 1914, Frank B. Draper rerigged *Dahinda*, No. 6, as a yawl. Later sold to Bobby Teller and renamed *Playmate*, she proved her speed in many long distance races, winning the

N.Y.A.C. Block Island Race in 1930 and beating *Dorade* by seconds. *Playmate* also won the Bayside Block Island Race and the City Island Cornfield Race against strong competition. Another rig alteration of note was that of the *Minx*, No. 12, then owned by A. Freeman Gray, who writes:

"In reply to yours of March 22nd, I would advise that in 1933–4, when I owned the *Minx*, I was in need of a new mainsail. I determined to remove the bowsprit and reduce the mainsail area to correspond, with special emphasis on reducing the main boom overhang. I took the problem up with a prominent sailmaker and he figured out the center of effort of the mainsail and reduced the sail 4 feet on the boom, 1 foot on the gaff and 1½ feet on the hoist. The reduced mainsail area is 670 square feet and the reduced jib area is 227 square feet, a total of 897 square feet against the full rig of approximately 1100 square feet. With the reduced rig, my 'Thirty' handled better than she ever did with the full rig. . . . As the wind velocity increased, the *Minx* was not only equal to but had the edge on the full rig."

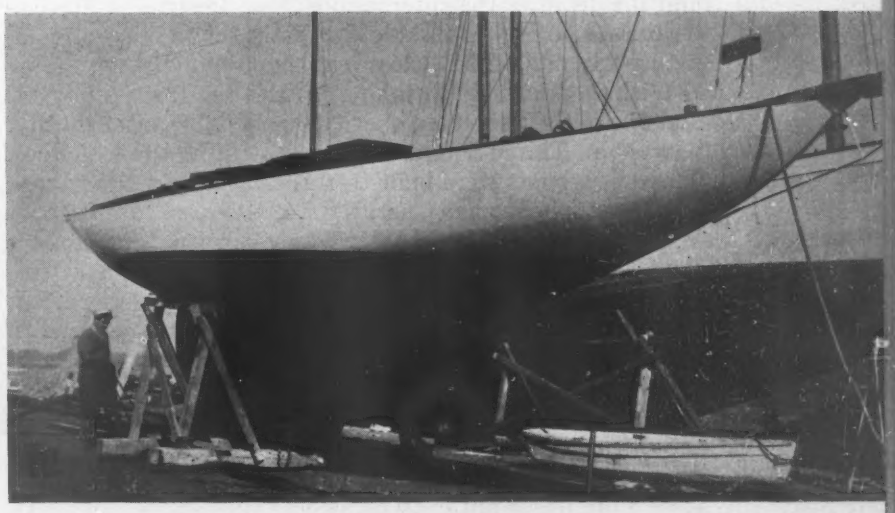
Three "Thirties" have had auxiliaries successfully installed although they were thereby eliminated from the class racing. *Playmate*, No. 6; *Minx*, No. 12; *Atair*, No. 3; all have off-center installations. "Thirties" drive easily and even a small two-cylinder "kicker" gives about five knots.

Although not essentially cruising boats, the "Thirties" have earned a reputation of being good "weather" boats. In spite of excessive canvas and relatively narrow beam, the "Thirties," with 8800 pounds of lead on the keel, have earned the reputation: "They never reef." Indeed, many of the more recent mainsails lack any provision for reefing. They have repeatedly sailed around Cape Cod. *Lena* sailed from the Canal to Isleboro on the 1924 cruise and three "Thirties" raced from Vineyard Haven to Marblehead in 1928.

Perhaps the outstanding speed record was made by Sam Pirie's *Oriole* in 1924 when she sailed from Mattapoisett to Hempstead Harbor, a run of 158 miles, in 22½ hours. She carried a north and northeast wind, enabling her to sail the entire stretch on the starboard tack. She made just about the maximum theoretical speed, *i.e.*, the square root of the water line times 1.35, possible only under best conditions.

E. Levick

They were grand sea boats and kept going in a slop. Below, one of them hauled out recently. Her sheer line shows no sign of unfairness after all these years. Lower left, built in the days of the gaff rig, the New York "Thirties" carried more than 1100 square feet of sail



More than any other class, the "Thirties" have been the training ships of Long Island Sound. Many of today's outstanding skippers got their schooling in one of these grand old boats. It was good experience, too, since a "Thirty," while small enough to be a "personal" craft, is, because of her big spread of canvas, a boat that calls for efficient "crewing" if one hopes to make any showing against her sisters. Photo-finishes have been commonplace; seconds always counted in a "Thirty" race. The boats were so nearly alike that the helmsman and the crew were nearly always the margin of victory.

Most remarkable, perhaps, is the fact that, in 1937, 32 years after they were launched, in the American Yacht Club run from Scotch Caps to Port Jefferson, *The New York Times* reported: ". . . None of the bigger boats in that class

(*Continued on page 107*)

CLOSE RACING AT MARBLEHEAD

By

LEONARD M. FOWLE

EXCELLENT competition in almost every class featured the 1939 championship racing at Marblehead in a season which, while lacking the luster of international racing or important special matches, was a normal and healthy year. So close was the 1939 competition that in only three of the dozen classes that qualified for championship trophies was the title decided before the last of the season's twenty championship events had been sailed. In the M-B Class the final margin of victory was only .0002 points and the leading pair of "Thirties" were separated by but .0018 points.

Statistically, a total of 119 boats participated in the 1939 championship events as against 122 a year ago. Increases in the size of the Thirty-Square-Metre and Town Classes and the debut of the International One-Designs at Marblehead about offset noticeable slumps in the number of competing "Eights," M-B Class and the Brutal Beasts.

With the "Eights" shrinking to half their 1938 enrollment and two of the remaining quartet racing only spasmodically, it was the Thirty-Square-Metres that drew the headlines. Three new boats were built to this class during the winter. The veteran helmsman Charles P. Curtis, as well as E. Sohier Welch, who had ruled the M-B knockabouts for four seasons, imported racers from Sweden, jointly designed by Knud H. Reimers and E. Arthur Shuman, Jr., the latter responsible for the rigs. The third boat was the product of her owner, E. Blaney Dane, Jr., and was his first attempt at designing.

As Edward Mitton's *Mitamar* transferred her base of activities from Buzzards Bay to Marblehead, this meant a fleet of eleven "Squeaks" racing regularly all season, and three more which put in an occasional appearance. Although the fleet was not as closely bunched at the close of the season as in 1938, at least nine received one or more winner's guns.

The final victor, both in the season's and Eastern championship races, was one of the new craft, E. Sohier Welch's *Evanthia*. Although *Evanthia* deposed John S. Lawrence's *Moose*, 1938 champion, by a narrow margin, .8238 to .8220, much credit should go to her skipper, in spite of the fact that *Evanthia* was a brand new boat with a splendid assortment of racing canvas.

John Lawrence's *Moose* and *Evanthia* distanced the field, so that from Race Week to the close of the season the championship fight was largely a duel between these two boats. *Moose*, well handled throughout, went into the final race leading *Evanthia* by a slim margin; but when *Valiant* finished second astern of *Evanthia* in the last race, it cost *Moose* the title, for a third place was not quite enough to allow the Lawrence boat to hold her lead.

Leslie R. Jones Photos

Just before a start of the Internationals. Six of these yachts raced at Marblehead this season, their first at this port, Caleb Loring, Jr., winning the championship honors with his "Pompano"

Valiant, although third in the season's title race, was the surprise "Squeak" of 1939. She was a supposedly outbuilt "Thirty" but, in mid-July, her youthful skipper, Jimmy Connolly, bought a new Genoa and *Valiant* was very much of a contender from then on. Splendidly sailed, she was the only craft in the fleet able to sail consistently with *Evanthia* and *Moose* and in the last 14 races of the season she seldom finished lower than third.

Alfred Chase's *Viking*, 1937 champion and runner-up in last year's hot competition, was 1939's disappointment. A summer of light airs undoubtedly had something to do with *Viking's* poor showing.

Charles P. Curtis's *Ellen* held an early lead in the championship competition and at times showed speed comparable to that of *Evanthia*. Blaney Dane's self-designed *Taaroa* is an interesting boat and, although she is supposed to be a composite of *Moose* and *Viking*, resembles none of the Swedish-built "Squeaks." She was finished much later than planned, making her debut on July 4th.

Leaving the "Thirties," the larger class competition at Marblehead lacked the appeal of other seasons. There was some fairly good racing in both the "Q" and Eight-Metre Classes, which started on the same gun to provide more interesting racing. There were three 25-raters out and the old war horse *Robin*, owned by Francis E. Waterman and sailed alternately by the Thayer Brothers, came back to regain the championship from Harold Wheelock's *Cara Mia*. *Robin* had the upper hand in the early season and *Cara Mia* held sway from Race Week on, so the fight was close. Young Arthur Santry, with the old *Taygeta*, gave them both plenty of trouble although his craft sailed in too few races to be a threat in the championship battle.

The "Eights" started with three competitors and Charles Francis Adams' *Thisbe* ruled the roost until Race Week.

Then Commodore Adams accepted Fred Bedford's invitation to sail *Nyala* on the New York Yacht Club Cruise and *Thisbe* was placed under too severe a handicap to retain her championship laurels in the shorter title season. Nancy Leiter, sailing *Venture* more consistently than a year ago, nosed out Nelson Aldrich's *Armida* for the championship despite the fact that the green boat lost her mast just before Labor Day. *Marbett* took part in Race Week and a few other events with her usual display of speed but the future of the "Eights" at Marblehead is in doubt unless *Thisbe* and Harry E. Noyes' *Gypsy*, not in commission this season, will be on the starting line in 1940.

The International One-Designs came to Marblehead this season and, although there were only six of them, they came and conquered. There is small doubt that the class will gain recruits another season if it is possible to get new boats at reasonable prices, or buy Internationals on this side of the Atlantic from the Bermuda, Northeast Harbor or Long Island Sound fleets. Unfortunately, that is a big "if" just now. Youth prevailed in this class when 18-year-old Caleb Loring, Jr., took the Eastern and season's championship honors with his *Pompano*, with Miss Marion Leeson's *Oomiak* runner-up. Five of the six boats turned in a percentage that betters .500.

The M-B Class adopted the parachute spinnaker and the experiment was successful in the opinion of all hands. It improved the down wind speed and provided the owners with plenty of sport as they learned the tricks of these kites.

Nothing could have been closer than the championship fight in the M-B Class, with *Sea Dog*, *Evanthia*, *Taira*, and *Nabob II* battling tooth and nail all season. When the final race came up, Francis Cummings' *Sea Dog* seemingly possessed a safe margin. However, Francis Welch's *Evanthia* won this contest with Eugene Connolly's *Taira* second and *Sea Dog* seventh. When the statisticians finished their computations, they announced that *Sea Dog* had saved her championship honors by exactly .0002 as the score stood: *Sea Dog*, .6986; *Evanthia*, .6984; *Taira*, .6886.

The fierce competition which characterized the 1939 season was carried over into the smaller and junior classes with the exception of the Sophomores, where Clark Shepard's *Twinx* had a wide margin, and in Class T, where *Crown Prince*, sailed by a promising young skipper fresh out of the Beasts in the person of Bobby Coulson, held sway.

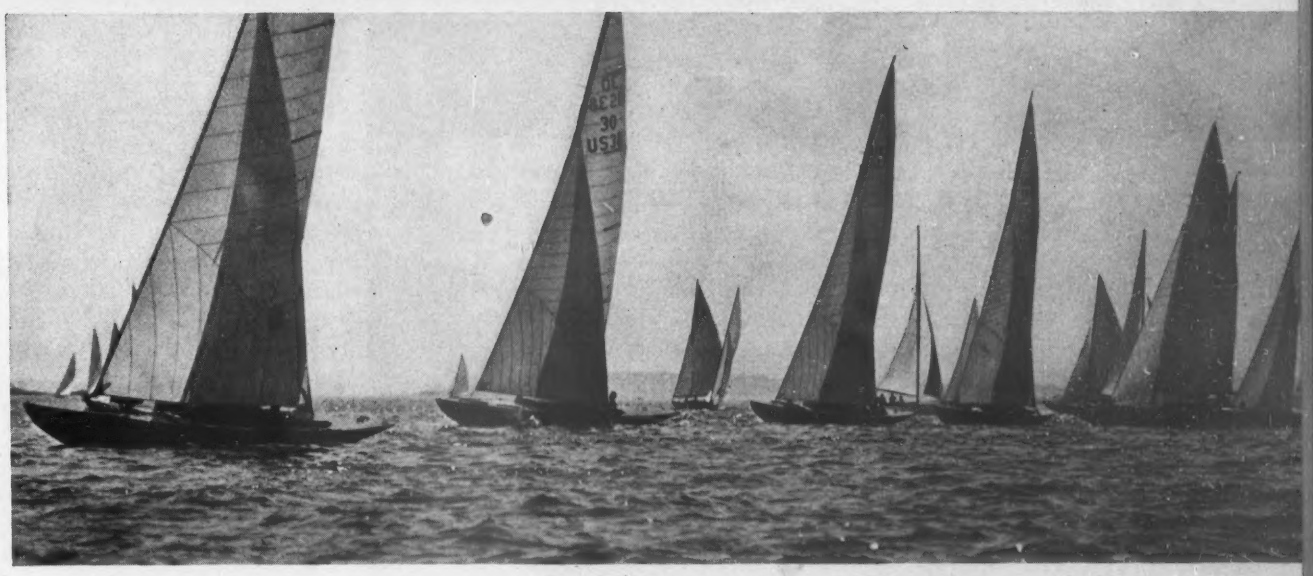
The Town Class furnished some splendid racing, with Barbara Bloomfield Wood's *Brilliant Jr.* retaining the title after a hard struggle with *Good News Too*, sailed by another recent Brutal Beast graduate, George O'Day, Edward Lynch's *Buddy*, and Clinton McKim's *Mons Meg*. This quartet were the headliners in a class of 28 but there were nine others which were real contenders in every race.

The Brutal Beasts were down in numbers this season, but not in the quality of competition for only Dicky Coulson's *Thistle*, in the fourth division, had the championship honors sewed up when the final race started. Elsewhere, Frank Scully's *Pokey* clinched first division honors from Dana Estes' *Argo;* Frank Healey's *Tarzan* won in the second division; and John Hooper's *Bob-White* in the fourth, all in the last race.

The figures for the 1939 championship contests, according to the finishing order of the qualifiers in the Marblehead open season's championship, are listed below. Eastern championship winners, where different from the season's title winners, are starred:

(Continued on page 102)

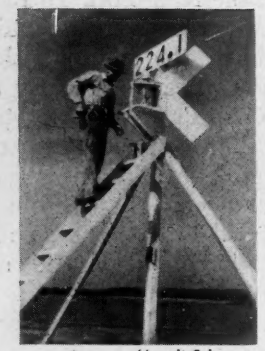
Most of the classes furnished excellent competition, with the final results in doubt until the last day of Race Week. Here is a closely bunched group near the mouth of the harbor



Eleven Thirty-Square-Metres raced regularly throughout the season, three more competing occasionally. John S. Lawrence's "Moose" and E. Sohier Welch's "Evanthia" fought it out for the lead, the latter winning by an extremely small margin, .0018 points

1

Asso. of Commerce, New Orleans



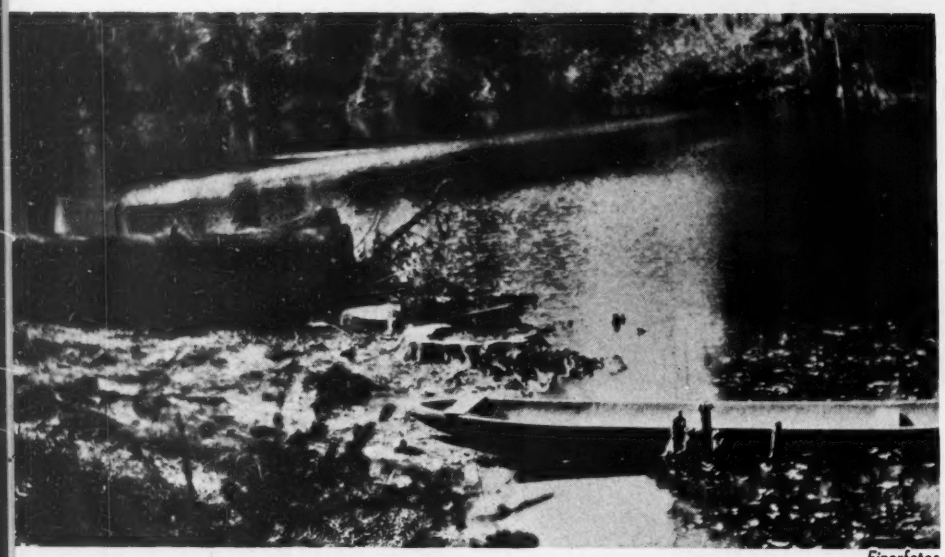
2

Merrill Schwartz

(1) Air view of the Mississippi as it flows past New Orleans. Lake Pontchartrain, mecca of yachtsmen, is not shown in the picture. (2) A light tender at work on typical river navigation mark. (3) The "floating clubhouse" of the Greenville, Miss., Yacht Club. (4) Among the bayous. The craft in the foreground is a dugout canoe. (5) The Mississippi, below the Eads Bridge, St. Louis. (6) What could be simpler? Pull up to the bank, drive a stake in the sand, and make fast! (7) A typical Mississippi River fisherman's craft. The dilapidated shelter keeps off the sun and some use it as living quarters.

3

Greenville Chamber of Comm



4

Finerfotos

(8) One of the older river packets on the Lower Mississippi. These boats are being replaced by less picturesque but more efficient tugs and barges.

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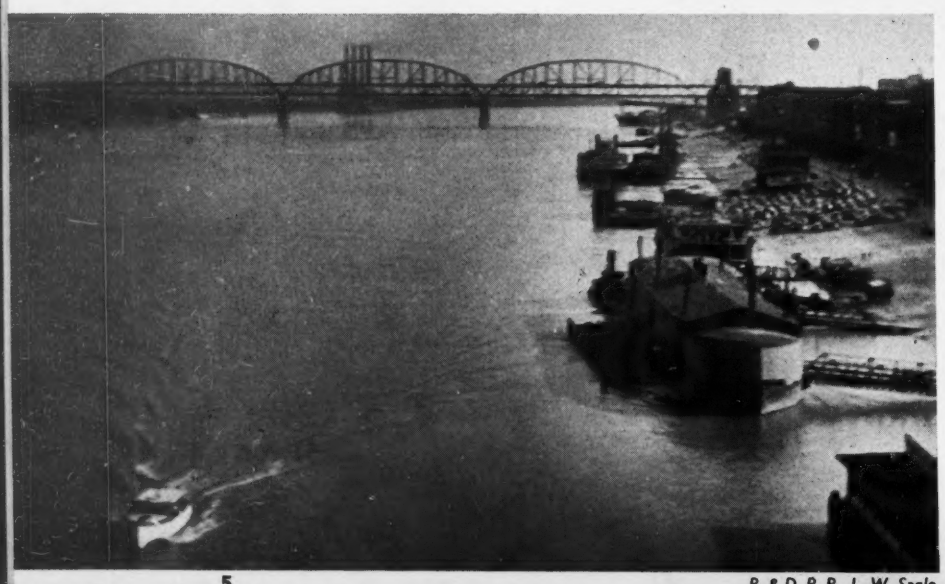
Merrill Schwartz Ph



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B. & D. R. R., L. W. Sagle

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8 *Asso. of Commerce, New Orleans*

HINTS FOR INLAND CRUISING

VII. The Lower Mississippi and Its Tributaries

By FREDERIC M. GARDINER

THE progressive improvement of the upper Mississippi River by the building of dams and locks has provided through navigation, for boats of less than 9-foot draft, all the way from the Gulf of Mexico to Minneapolis. This is a distance of 1900 odd miles and the control of the river for this purpose is a remarkable engineering feat. It offers a long cruise, with a variety of scenery and aquatic conditions.

For the sake of simplicity of control, the U. S. Engineer Corps has divided the river into one short and two long sections: the Upper, from Minneapolis to the Missouri, 658 miles, the portion of the waterway which contains all the dams and locks; the Middle, from the Missouri to the Ohio River, 195 miles; and the Lower, from the Ohio to the Gulf of Mexico, approximately 1068 miles.

It would be ridiculous to strike a dividing line and say: "Here the character of the river changes." But it does definitely change, by progressive degrees. One might say that it grows up, from the youthful, turbulent upper waters, now partially controlled by the works of man; to the middle-aged but active chap that runs from, say, the Missouri to Memphis; to the aged, wise, dignified gentleman who moves along, high above the surrounding countryside, past New Orleans and dies peacefully in the Gulf of Mexico.

If you talk to those who make their living by or on the river, you will find that most of them look on it as a living thing. They call it "Ol' Man River" and respect it almost as a god, imbued with feline cunning and tremendous power, never to be trusted, always to be loved. Even on a comparatively short cruise, you are pretty apt, if you are at all sensitive to atmosphere, to come under the same spell.

Like father, like son; what is true of the Mississippi is true to a degree of its tributaries. In the last issue, we discussed the northern group of tributaries and in this issue we shall discuss the southern group: the White, the Arkansas, the Ouachita and the Red, entering the Mississippi from the west; the Yazoo, entering from the east; and the Tennessee and the Cumberland, which started for the Mississippi but lost their way and ended up in the Ohio. As I said in the last installment, discussion of these two latter rivers was reserved for this issue because they lie entirely in Southern states, the Tennessee running through Kentucky, Tennessee, Mississippi and Alabama; the Cumberland through Tennessee and Kentucky.

The Tennessee and the Cumberland have both been tamed by the building of dams — partly for flood control, partly for navigation, and incidentally for electric power — and in character have become a series of lakes, or "pools." If you are cruising on one of them, you have to stop and think or you will forget that you are actually navigating on the waters of a river. They are now well suited for small boat sailing as well as for power craft wherever the hinterland is not so high as to confuse the flow of the wind.

The Tennessee River project, under direction of the U. S. Engineer Corps, is only partially completed. The project calls for a controlling depth in the channel of 9 feet, all the way from the river mouth to Knoxville, 648 miles. Unusual foundation conditions at some of the dams have delayed completion but at present, during any time but extreme low water, you should be able to carry between 4- and 5-foot draft as far as Chattanooga, 464 miles. Above Chattanooga, conditions are more variable, as there is still a lot of work to be completed. Before attempting to cruise the Tennessee you should procure the latest information on depths and

(Continued on page 109)

This 50-footer, designed and built by the Matthews Company, of Port Clinton, Ohio, has recently been delivered to her owner, Albert Pack, of Chicago. A cruiser with many special items of equipment, she is also fitted out for offshore big game fishing and will be seen this winter along the coast of Florida in pursuit of the record-breaking monster of which every angler dreams.

"Quinella" is powered with a pair of Hall-Scott Invader engines developing 250 horse power each and giving her a top speed of 26 m.p.h. She recently ran eleven hours on Lake Erie at a 20-mile pace. She carries 500 gallons of gasoline and 300 of water.

"QUINELLA"

Scott J. Matthews, founder and president of the Matthews Company, soon to celebrate its semi-centennial. Left, the company's 27-acre plant at Port Clinton, Ohio, its home since 1906

MATTHEWS' FIFTIETH ANNIVERSARY

A Half Century of Custom and Stock Boat Building

TWO score and ten years ago Scott J. Matthews built himself a boat. Like many another boat enthusiast, he built her in his cellar, and she was the first of the long line of Matthews boats now known to every yachtsman.

In building her he became, as who wouldn't, so wrapped up in working out her details that he forgot such important matters as how he was to get the boat out. Consequently, when the day came to launch her, he found he could not get her through the cellar door and had to demolish part of his house! Mr. Matthews tells this story on himself but he has not made many other mistakes in connection with boat-building. He has reached his present position through a thorough, practical training, starting as he did as a practical hand in a boat yard, and developing step by step.

This first Matthews boat was a novelty to the Ohio countryside around Bascom, where she was built. She was of narrow beam, but with sweet lines and considerable speed for that day. Her fame spread to Cleveland where George Burwell, Superintendent of the Cleveland Bicycle Company, heard of her, and came over to take a look. Although Matthews had built the boat for his own amusement and use, Burwell persuaded Matthews to sell her to him. Burwell's employer, H. A. Lozier, was one of the first to take a sail in the new boat. According to Mr. Matthews, Lozier was a big, heavy man, and every move he made threatened to capsize the narrow craft. Nevertheless, at the end of the trip, Lozier was enthusiastic and it was the beginning of a relationship which resulted in the sale of many Matthews boats.

Matthews and Burwell then went into partnership. Burwell effected some improvements in a French air cooled engine and the partners started turning out boats with considerable rapidity. Lozier, who handled the sales end of the business, kept at it for about five years, until the time of his death. Thereafter Lozier's sons became interested in building the Lozier automobile and Scott Matthews continued the boat business alone.

By 1905, the strain of keeping production up to demand proved too much for Mr. Matthews and his health broke down. His doctor ordered a complete rest. So, strictly in the best tradition, Matthews boarded one of his own boats with his family and cast off. From that time until 1906, the Matthews family cruised, down the Mississippi and up the Atlantic Coast, and visited nineteen states before they got back to their starting place. During this interim Matthews had had plenty of time for thought and the outcome of some of his thought was a conviction that his business had outgrown its facilities. Therefore, in 1906, he moved to a new location and larger quarters at Port Clinton, Ohio, the present site of the plant.

The growth of the business was undoubtedly due, in large part, to the soundness of Matthews' principles of design and construction — and to good material and workmanship. By 1911, the Matthews Company was one of the three leading companies in the field.

An admirer was William Scripps, Jr., President of the Scripps Motor Company. He had been dreaming about taking a small power boat across the Atlantic and, when his plans matured, he turned to Scott Matthews to build him a

(Continued on page 104)

One of the first boats to come off the ways of the Matthews Company, then located at Bascom, Ohio. The front of the original building is in the background while at the right is a supply of heavy oak logs

M. Rosenfeld

YACHTING

On the facing page is "Arbutus," a 30-footer owned by Fred B. Lewis, of Hollywood, Cal., and Victoria, B. C. She was built by the Grandy Boat Co., of Seattle, to designs by Edwin Monk, also of that city. A Kermath Sea Flyer engine of 85 hp. gives "Arbutus" a speed of approximately 12 knots.

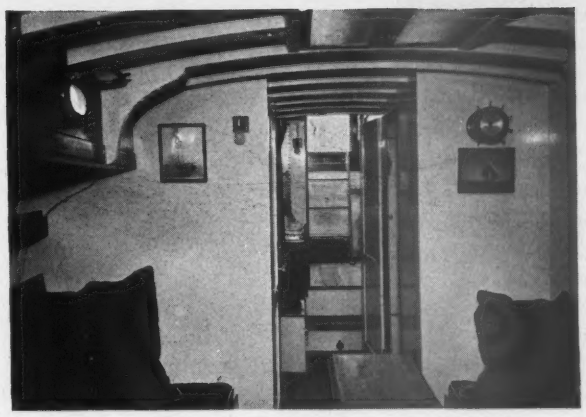
NEWS IN BOATS

"Bayram" is a specially designed 57-foot Elco motor yacht which has been shipped to Aly Bey Amine Yehia, of Alexandria, Egypt. Two Superior Diesels, developing 150 horse power each, drive the yacht. She has accommodations for six in the owner's party and she carries a crew of two.

This new cruiser, 43' 0" in length over all, was built by the Vancouver Shipyards, of Vancouver, British Columbia, for Mr. Riddell, of that city. Her curved stem gives her a distinctive appearance. "Ronaldsway" is driven at a 13.5-knot pace by a pair of 6-cylinder 95 horse power Lycoming reduction gear engines.

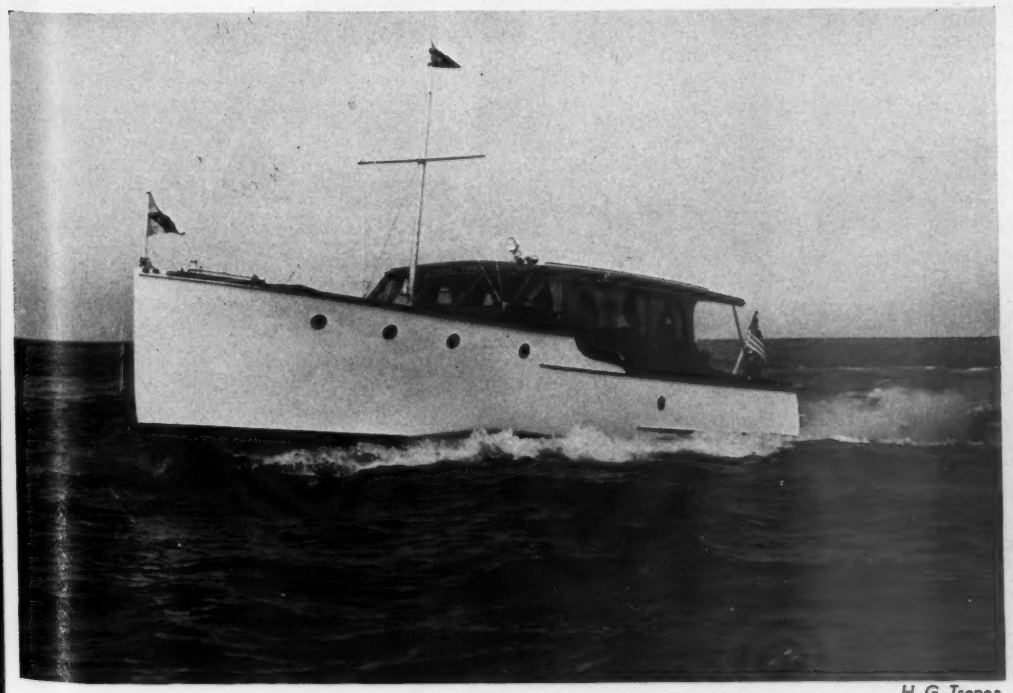
"Lady Mary II" was built for Edmund Carey, of East Orange, N. J., by Elscot Boats, Inc., of Brooklyn, N. Y. She is 33' 6" in length over all, 10' 9" beam and 3' draft. A pair of Chrysler Ace 73 hp. reduction gear engines gives her a maximum speed of 17 miles per hour.

This motor yacht (below) is one of the 40-footers designed and built by the Vinyard Ship Building Co., of Milford, Delaware, and known as the Vinyard 40 Sedan. Her power plant is a pair of Kermath Sea Queen engines which drives her at a 19-mile pace.



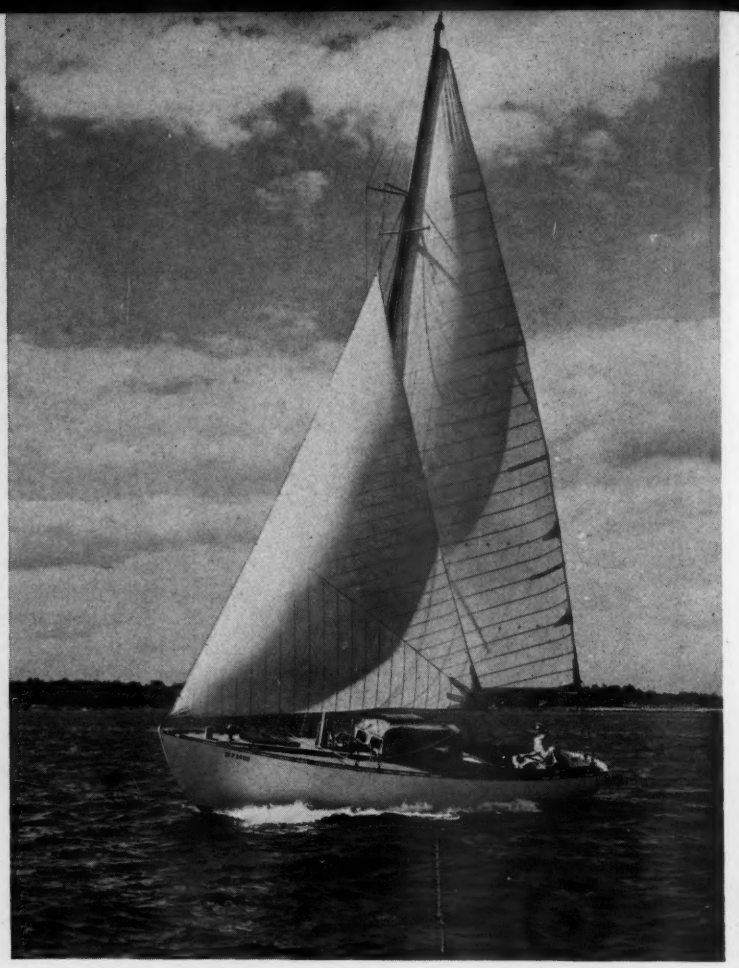
Below is "Malabar XII," designed by John G. Alden for his own use and built by Morse Boatbuilding Co., Thomaston, Maine. She is 46' 8" in length over all, 34' 3" l.w.l., 12' 0" beam and 6' 9" draft. A 4-cylinder Gray furnishes auxiliary power. Left, the main cabin of "Malabar XII," looking aft.

T. F. Hartley



H. G. Tropea

"Blue Jay," Louis M. Brooks' cutter, winner of Class B in this summer's Vineyard Race. Designed by Winthrop L. Warner and built by Anderson & Combes, of New Haven, she is 37' 1" over all, 27' 4" l.w.l., 10' 1" beam and 6' 0" draft. Below, a Petrel "27" owned by Earl C. Curtis, of Detroit. She was designed by Henry M. Devereux, of New York, and built by Dachel-Carter, Benton Harbor, Mich., largely of Haskelite. The engine is a small, water-cooled Lauson. "Blue Jay's" plans appeared in "Yachting" for June, 1939.



"Pelican," a keel and centerboard sloop, was designed by Sparkman & Stephens, Inc., for Dave H. Morris, Jr., and built by Jacobson & Peterson, at their Brooklyn yard. She is 29' 6" over all, 23' 0" l.w.l., 9' 1" beam and 2' 10" draft. As auxiliary power, the new yacht has a Universal engine.

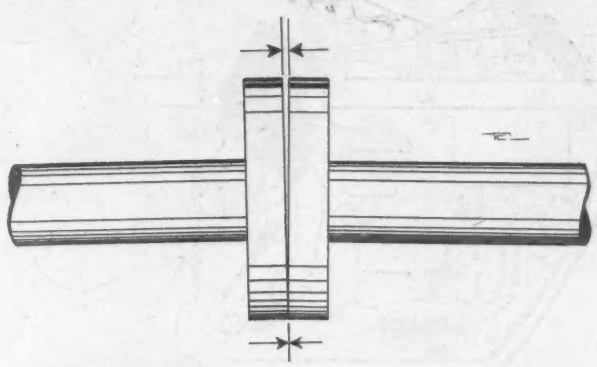
Photos by M. Rosenfeld

"Trump," the first of the 1940 fleet of Over-Niters, was recently brought to City Island by Donald B. Abbott, sponsor of the class. She was built by Palmer Scott Co., of New Bedford. She has 6' 3" headroom, though but 23' 0" length on the water line. Her engine is a Universal Blue Jacket Twin.

IS YOUR ENGINE WELL MOUNTED?

Many Details of Installation May Affect Performance Seriously

By CONRAD MILLER



Testing the alignment of a shaft by noting whether or not the flanges remain parallel when the coupling is disconnected

EVERY season brings complaints of poor power, rough, noisy engine performance and unsatisfactory fuel economy from some motor boat owners and users. When something is wrong in the engine room, the majority of owners blame the engine manufacturer or the last mechanic who worked on the power plant. Now, it is true that in many cases a careless mechanic may have set the engine "out of tune," and it is also true that in a few isolated cases the manufacturer may have turned out a defective unit which gives poor performance. However, it is safe to say that a good 50 per cent of the causes of poor running, noisy vibration and even low power and high fuel consumption are due to improper engine mounting. As will be shown, mounting a marine engine with a reasonable degree of accuracy is quite an art, so that it is not surprising to find a number of motor craft with poor mounting.

Proper engine mounting starts with having a strong, solid engine bed on which to set the motor. The bed should be constructed of hard wood, such as tough oak or wood with similar characteristics. If spruce, hemlock, white pine or other soft wood is used, there is danger that the engine mounting plates will chafe, press and cut into the wood and loosen, causing misalignment. The engine should be securely held in position by spacer blocks with good sized bolts extending through the bilge stringers on either side. If it can be done, additional provision to prevent fore and aft movement of the engine bed should be made by notching the beds and bolting them through each of the floor timbers or frames over which they pass. Besides having engine bed timbers strong, hard and well fastened, they should also be as long as practicable to distribute the weight, torque, thrust and resultant stresses over as much of the hull length as possible.

If the engine is mounted in rubber, the cautions about good engine beds still apply. However, rubber mounting calls for more care and real planning than does solid mounting. If an engine is to be rubber mounted, more work is involved than merely setting the mounting plates on slabs of rubber or other vibration-absorbing material. Whether the engine is set on biscuits of rubber or on shear type rubber insulators, the installation engineering is the same. Although there is no great difference, I believe that the shear type of rubber mounting provides better vibration insulation and quieter running.

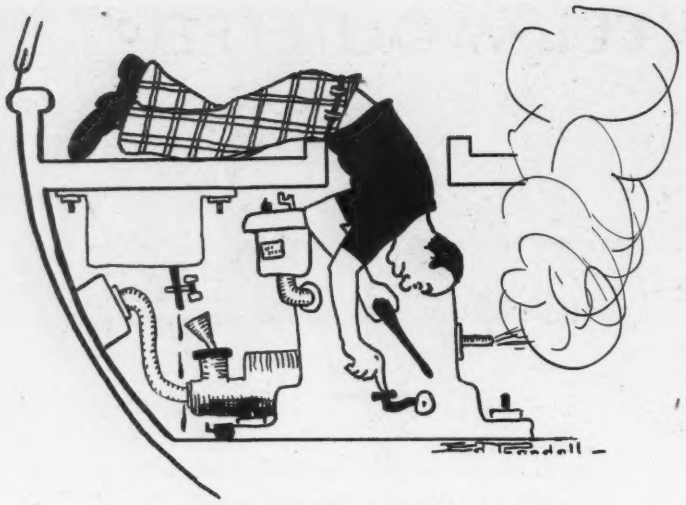
An engine mounted in rubber should be set down securely on the bed by the metal plates which are attached to, but insulated from, the engine proper. The bolts should be pulled down just as tightly as with solid metal-to-wood mounting and should be tightened throughout the season. When the engine is mounted on the bed, the propeller drive shaft is connected, but not in the usual way. The drive shaft to a "free mounted" engine should be able to handle a large amount of motor movement. To provide the essential shaft play, the shaft should be fitted with universal joints, flexible stuffing box and cutless rubber bearing at the strut. It should always be remembered that the high frequency vibration from the engine will run along any solid metal almost like an electric current. If a solid member, such as the propeller shaft, is left in uninsulated contact with the engine and hull, the hull will pick up the vibrations and cause a great deal of noise. An engine only half mounted in rubber will make more noise and give more trouble than one solidly fastened to the hull in the correct manner.

A solidly mounted or metal-to-wood mounted engine, without universal joint or other automatic means of out-of-line adjustment, should have some way of checking and adjusting the motor shaft alignment regularly. For this purpose, most engines use shims between the mounting feet and the engine bed. A good way to check engine alignment is to disconnect the coupling flange between the engine and propeller shaft and then sight or feel, with feeler or thickness gauges, to make sure that the surfaces are exactly parallel. If the flanges fail to fit properly after being unbolted and relieved of load, the engine is shimmed and moved about on its bed until correct alignment is obtained. Though an engine be otherwise properly mounted, it will suffer a power loss if its propeller shaft is out of line; further, the propeller shaft may break after a period of running owing to the high internal stresses set up, due to the curvature.

A good test to find whether or not a shaft is dragging due to misalignment or other cause is as follows: Place the clutch lever in exact neutral. Keep it in that position and then turn the engine over with the electric starter for about fifteen seconds and note carefully, by eye and ear, the speed at which it is turning. Stop the cranking; then place the clutch lever in the forward position. Press the starter button again and let the motor crank for another few seconds. If the shaft is not dragging more than normally, the engine will crank only slightly more slowly with the propeller shaft engaged than without. However, if the shaft is dragging, there will be a marked decrease in cranking speed with the clutch lever in the forward position.

That the experiment may be even more effective for tests throughout the season, it is well to make it immediately after the shaft and engine have been carefully aligned and are known to be in perfect set. Under these conditions, the test is made and the normal drop in cranking speed will be known. Then, when tests are run later, it will be known whether or not the drop is excessive or normal. Misalignment of engine and propeller shaft are often the cause of many noises, thumps and vibrations commonly blamed on the power plant itself.

Exhaust lines should be installed carefully, should be



Adjustments are always more easily made when the machinery may be reached without contortions

water- and gas-tight at all joints, and no smaller than the size recommended by the motor manufacturer. Exhaust pipes should be installed so that there is a gradual fall between the point where the pipes are attached to the engine and the place where they make their exit through the hull. The outer end of the pipes should be located so that they are not submerged when the boat is at rest. If the exhaust pipe is under water at its outlet, and the position of the engine is such that the water under normal conditions has a tendency to flow to the exhaust manifold, the contraction of the exhaust gases, upon stopping the engine, may cause water to be drawn into the exhaust manifold and even into the cylinders.

The inclusion of a trap or low section of pipe between the exhaust manifold and the exhaust pipe outlet may result in a back pressure if all the cooling water is discharged into the pipe. This may cause objectionable noises and spasmodic discharge of water when the engine is idling. When it is impossible to avoid a trap in the exhaust line, it should be provided with a drain so that water in the lowest portion may be drained out to prevent bursting due to freezing. In cruisers and other installations where it is necessary to place the engine below the water line, the exhaust pipe should be provided with a water jacket carried aft or toward the side of the boat until a point is reached where the water may be safely discharged into the pipe by a row of radial holes drilled through the inside pipe. The area of the drilled holes must be at least equal to the area of the water outlet pipe leading from the engine.

Under no conditions can a rubber mounted engine have the same exhaust pipe system as a metal-to-wood installation. The exhaust pipe must not "ground" the engine. If the engine is insulated from the hull with rubber mountings and then a heavy, solid exhaust pipe is run uninsulated to the hull, the rubber insulators would be worse than useless as the vibration would travel from the engine, down the exhaust pipe, to the hull. One good way to solve the exhaust pipe problem is to use a length of rubber steam hose. Steam hose makes a fine exhaust pipe where cooling water is run out of the exhaust pipe along with the hot exhaust gas. In using steam hose, a length of it is run from the exhaust manifold to the section of pipe attached to the hull. This allows the engine to move around without affecting the exhaust system in the slightest. It is interesting to note that, besides suppressing vibration, the length of steam hose (if it is long enough) also quiets the engine roar to some extent because of its ability to absorb, to some degree, the cyclic shocks of the exhaust gases as they are ejected from the cylinders.

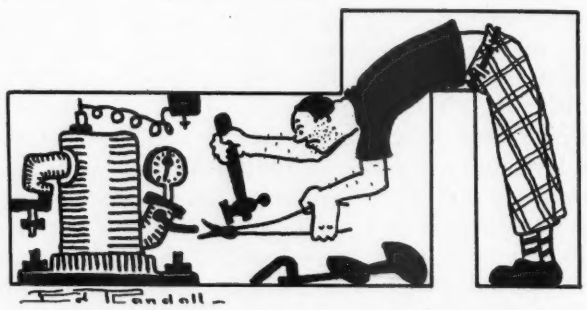
If an engine is rubber mounted but does not discharge a portion of its cooling water into the exhaust system, steam hose should not be used as it will get too hot. In its stead, use a length of flexible metal exhaust pipe which is built up something like the well-known BX electric cable. This exhaust hose has been used with great success on aircraft and automotive installations for some time.

Still another method of piping the exhaust gases from a rubber floated engine is to use ordinary iron exhaust pipe for the entire length of the system; solid pipe from engine to hull. To do away with the troubles of ordinary installation, the pipe itself, as is the engine, is carried on rubber insulators which prevent vibration running from pipe to hull. The best method of doing this is to put a tight metal clamp around the exhaust pipe where it needs support, then fasten the clamp support to a rubber insulator. This insulates the pipe but keeps the rubber from contact with the hot surface. A rubber insulator and seal must, of course, be provided where the pipe passes through the hull.

Starting with the scoop which picks up water from the outside, and including all fittings used to convey cooling water to the intake side of the circulating pump, it is important that all fittings and pipes be made so that an area equivalent to the pipe fitted to the suction side of the pump be maintained. It is often desirable to have a check valve in the water intake line from the scoop to the pump. A check valve assists the water pump to hold its prime and does away with the dangerous condition wherein the water pump, if worn, may not prime itself until the engine has run for a few minutes. By this time, the engine is hot and the sudden influx of cold water may crack the head, the block or other casting.

The water intake scoop should be located on the hull so that it is fully submerged at *all times* and at any boat speed or angle of heel. Many complaints of engine overheating have been traced to a scoop located so that it is in a wash of water only with the boat moving at a good clip. A water scoop located far forward will often give trouble; a position well aft and close to the keel is desirable.

All pipes, such as fuel lines, oil lines, oil pressure gauge tubes, water pipes or others should be installed so as not to be broken or loosened by slight normal engine movement or



Accessibility in an engine room is appreciated when work has to be done on the power plant

vibration. It is essential, in the case of rubber mounted engines, that all lines be provided with some protective means. Fuel lines should have a flexible section between the engine and the first section of line to make contact with the hull. If this is not done, not only will the installation be noisy but, what is even worse, the fuel line will break after a period of engine running. The same treatment should be accorded the oil lines and other pipes running to the engine. The rubber hose from the suction side of the cooling water circulating pump to the hull scoop should be more than strong enough to keep from folding up under the inlet vacuum, even though the scoop be clogged up.

(Continued on page 105)

UNDER THE LEE OF THE LONGBOAT

By "SPUN YARN"

ALF LOOMIS gave me a copy of his new book, *Ranging the Maine Coast*, just before suspending the free list, *sine die*. I haven't had time to read it yet, but I have had my nose rubbed in page 88 by a Harvard professor who notes with relish that the author called the gas buoy at the entrance to Boothbay Harbor a bell buoy, and so implies that Alf's experiences in Maine were synthetic. This mistake was the only part of the book the courteous professor found worth noting, but I bet he enjoyed Ed Wilson's illustrations in spite of himself.

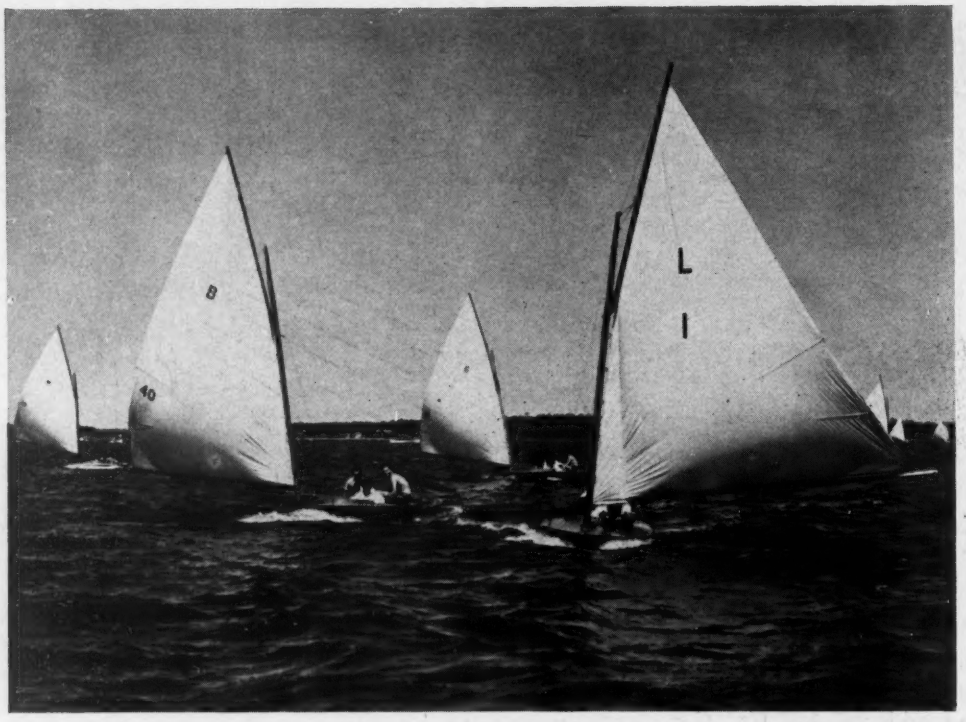
Going through the rest of my mail, I offer thanks to the various correspondents who have sent me news of the overdue arrival of the junk *Tai Ping*, 106 days out of Shanghai at the time she was watered and provisioned off Vancouver Island by the Coast and Geodetic Survey ship *Discoverer*. It's pleasant to learn that another department of the Government is lightening the load hitherto borne by the Coast Guard and the Navy . . . John Freeman, of Rochester, N. Y., with special reference to the Coast Guard, sends me a clipping about a couple of men from Jackson, Wyo., who, according to the dispatch, "plan to make a leisurely cruise around the universe in a rented three-masted schooner." Mr. Freeman makes the excellent suggestion that before tackling the universe they take a short shakedown cruise through the solar system.

The motor boat members of the Lee Rail Vikings have lain doggo for quite a while but last summer had themselves a typical time off Stepping Stones Light. Other actor in the comedy was a friend of ours who put on a good Samaritan act in connection with a waterlogged sleeper of four-foot diameter and five-foot length. The spar was too heavy for our friend to handle but he made fast to it and, as the afternoon parade of express cruisers shot by, bows in air and noses even higher, tried to get them to tow the menace out of the channel. Not they. Fifteen commuters, most of them flying the red burgee of the Vikings (B, for Business), went by without betraying the slightest interest in a mid-channel obstruction that would have sent any of them to the bottom. Then along came an ordinary guy in a small *putt-putt* (I'll venture the surmise that he was flying the U.S.P.S. ensign) who didn't think he was driving a Rolls on the North Hempstead Turnpike. He stopped, sized up the situation, and chugged off for the Coast Guard, which soon arrived and took the matter in hand. Our good Samaritan writes that the *putt-putter* restored his faith in humanity. Until his arrival he, like many of us, had been wondering whether fellowship of the sea was a figment of some landlubber's imagination.

Through an unfortunate typographical error the comedy highlight of the recent Fastnet Race was referred to and then omitted from the October number. Seems that as the Dutch entry *Zeearend* was beating up to the Rock, miles behind *Bloodhound*, the eventual winner, she met the English entry *Lara* running home in the blackness of a moonless night. *Lara* blinkered: "Who are you?" and *Zeearend*, mistaking "who" for "how," answered: "Bloody." As this is *Bloodhound's* nickname, the boys in *Lara* had themselves a swell jubilation and thought they were well inside the money until they finished — eighth.

The war seems to have put a stop to ocean racing and so, indirectly, to have closed a schism that was developing in the Cruising Club of America. It appears that certain members of this club have been wondering what its sponsorship of the Bermuda Race has had to do with the avowed purpose of the club — the fostering of cruising. If they'd asked me, I'd have told them. Ocean racing stimulates cruising. It encourages people with the necessary wherewithal to order new boats and it brings to blue water lads who had sailed only in the gray, yellow or multi-colored waters of our harbors. The new boats replace old ones which are bought by men with not quite so much wherewithal, and they sell their packets to others with even leaner pockets. And so on. It's too hot today to labor the obvious. I do want, however, to balance off a statement that some of the schismatic armchair philosophers have been making. They say that only five or six of the charter members of the club have ever raced to Bermuda, arguing therefrom that the rest of them are opposed to racing. My jolly little answer to that is that nearly half of the founding fathers have now given up cruising. So what?

Speaking of cruising, I'd like to put in a word for the plow type of anchor which I had good opportunity to test while holed in at Cape May in a recent October gale. My boat has a dead weight of six tons. My plow anchor weighs 27 pounds. It held us without budging an inch through a breeze which the nearby meteorological station at Atlantic City gave a 56-mile tops — and, when it came time to get under way, the anchor was hove up without a struggle as soon as the rode was up and down.



There are 90 of these Class A sneakboxes on Barnegat Bay, sailed by juniors. Cliff Lewis's "Wigwam" is at the left, B 40 is handled by Ed Dodge, B 7 by Bruce Crane, and L 1 by Tom King. Right, start of the third race in the series between teams of Barnegat and Inland Lakes Y.A. skippers

BARNEGAT'S YACHTING SEASON

BARNEGAT BAY has just completed the most successful yachting season in its 70-year-old history. Intersectional events were sailed in the bilgeboard scows, Comets, Stars and the new Lightnings and there were record breaking entry lists over the season and a new peak in junior interest and activity.

The new mark was set, with 174 yachts competing in the championship regattas and at least another fifty from outside Barnegat Bay racing in the various intersectional matches. More than 2000 entries were recorded in the championship schedule of the Barnegat Bay Y.R.A. At least an equal number sailed in the local club regattas held by the Bay Head, Mantoloking, Lavallette, Seaside Park, Ocean Gate, Island Heights and Toms River Yacht Clubs. There were more persons sailing than ever before and most of them were juniors. As a measure of the interest shown, at none of the Saturday regattas, at which the host club serves lunch for all competing skippers and crews, was the number served less than 700. At the Seaside Park Y.C., luncheon services reached 1000 on a single day and total entries were 150.

The Class E sloops or bilgeboard scows were the most active group in intersectional competition. Three Barnegat crews engaged a like number from the Inland Lakes Y.A. in a series of six races on the Mantoloking Y.C. course, crews changing boats after each race. Barnegat cleaned up the first two races and finished one-two in the third. The Westerners captured first, third and fourth in the next contest but the local skippers came back with a clean sweep in the fifth. This gave Barnegat such a commanding lead, 62 points to 42, that the sixth race was cancelled as it could not have affected the series title. Skippers for Barnegat were Samuel V. Merrick, Britton Chance and Runyon Colie, Jr. For the Inland Lakes, the helmsmen were Ralph E. Weyer, Minneapolis, Adolph F. Gartz, Lake Geneva, and Thomas E. Irvin, White Bear, Minn. Team racing tactics displayed by the local skippers accounted for the defeat inflicted on the visitors.

The first Eastern Championship regatta for Class E sloops further confirmed the margin of superiority of Barnegat skippers, as local craft took the first four places. With fourteen of the skimming dishes sailing five races, the visitors from Lake Hopatcong, Lake Chatauqua and Little Egg Harbor could not match the pace set by the leaders. Final series scoring of the leaders: *Windsong*, Sam V. Merrick, 50¾ points; *Cacouette*, Britton Chance, 44; *Hirondelle*, Henry Chance, 34; *Esperanza*, Runyon Colie, Jr., 32½; *Doon III*, L. C. Lewis, Jr., and *Elusive*, G. Gibbons-Neff, 32.

Four team races, two on Lake Hopatcong and two on Barnegat Bay, also resulted in sweeping victories for the salt water Class E crews. Still another team race, at the Little Egg Harbor Y.C., at Beach Haven, was won by local scow teams as the Chance brothers put the Mantoloking Y.C. in the lead.

The fast growing Comet Class set a new mark for Jersey waters for inter-fleet competition when the three-race series held at the Seaside Park Y.C. for the Atlantic Coast championship brought out 52 entries, of which 33 were visitors. While the number of Comets on Barnegat increased from 15 to 28 in the past year, the locals still have much to learn as top scoring in the titular event was monopolized by visitors. Robert H. Levin's *Bad News*, Beverly Y.C., led with 151½ points, followed by *Shadow*, Douglass McNitt, Raritan, 147¼; *Shufly*, E. K. Merrill, Riverton Y.C., 143; *Eight Ball*, J. Melko, Raritan, 142; *Syrocco*, Philip Somervell, Beverly, 139. Among the outsiders represented were the Monmouth, Capital, Ocean City, Stone Harbor, Shrewsbury and Princess Bay fleets.

Thirteen Stars competed in the eleventh annual Jersey Coast Challenge Series and, for the second year in a row, honors went to the South Jersey fleet from Ocean City. Horace Brown and Lash Nelson scored 31 points with *Blue Star* and were the first to have their names engraved on the new cup for this event, the Ocean County Perpetual Trophy. *Duchess*, sailed by Mrs. Crouse, also of South Jersey, had 31 points and F. Thompson Brooks, with *Sue*, local champion, was third with 29 points. Three races were sailed over the Seaside Park Y.C. course. Paul Wood, with *Scarab*, last year's winner, and Charles and Frank Rollins, of the Western L. I. Sound fleet, were tied for fourth with 28 points.

While the new Lightning Class sloops did not race on the championship schedule set for the Bay, they held the first National Championship for these craft in a three-race series off the Bay Head Y.C.

Fifteen yachts competed in the first ocean race held by the Bay Head Y.C., part of a celebration to commemorate the fifty-first anniversary of the club. Edwin Van Sciver's *Sirius*, of the Island Heights Y.C., led over the 26¼-mile course in light air, being the only Class A entrant. In Class B, W. Lynn Hendrickson's *Eugenie* won, while F. E. Wiley's *Katusska* was tops in Class C. Cruising Club of America rules and handicaps were used. It is planned to make this ocean contest an annual feature.

As in past years, the racing and cruising fleet from Barnegat Bay took a week-end cruise to Beach Haven where the Little Egg Harbor Y.C. played host. As a part of this regatta, the twelfth annual team race for the Barclay Trophy was won by the Bay Head Y.C. sneakbox team with 14 points. Mantoloking was second, followed by the teams of Little Egg Harbor and Ocean Gate. The winning team included E. F. Dodge's *Boo Soo*, Ed Ramsdell's *Tern II*, and Bruce Crane's *Pegasus*.

The championships in the various classes of the Barnegat Bay Y.R.A. were decided on the basis of scoring in twelve regattas. Each of the seven member yacht clubs played host on succeeding week-ends. Marked increases in activity were evident in the junior classes and especially in the sneakboxes, Comets and Snipes. Summary of the leaders in point scoring for the season by classes follows:

(Continued on page 104)

E. Levick

F. T. Bedford's Twelve-Metre "Nyala" with her parachute pulling like a team of horses

THE MONTH IN YACHTING

"Vim" Wins N.Y.Y.C. Trophy

NOBODY, as far as I heard, dropped dead of astonishment on September 30th when Harold Vanderbilt's *Vim* won the New York Yacht Club's special series for Twelve-Metre yachts. If there was any surprise expressed over the outcome, it was because she had to fight as hard as she did to take three first places in the five races and finish the series with a lead of only 2¼ points over Fred T. Bedford's *Nyala*. Judging by the results, *Vim* appeared to have stiffer competition in this home series than she met from the larger fleet of "Twelves" in British waters.

The races were sailed on Long Island Sound, off Oyster Bay and, with the exception of one day of light and variable airs, breezes of 15 to 25 miles were the rule—weather that was just *Vim's* dish, according to the experts. The courses used were the "Bermuda" type—once around a 12-mile triangle, followed by a second beat to the weather mark and a final run back to the start. They worked out extremely well.

The first race started in a 15-mile sou'-wester that piped up to 30 miles before the finish. It also started with a near-sinking on the starting line, of which more later. When the starting jam was straightened out, *Nyala* had *Vim* several lengths astern of her and *Seven Seas* and *Gleam* were down to leeward, the former having been forced into a premature start by *Nyala* while *Gleam* was late getting to the line. In the four-mile beat to the weather mark, *Vim* ate up *Nyala's* lead, passed her, and led at the turn.

The positions didn't change on the two reaching legs but, on the second beat, *Vim* walked away from the fleet and established a lead that eventually made her a winner by 3½ minutes. *Gleam*, which likes heavy going, was reveling in a breeze now blowing 25 miles an hour or more. On the second beat, she inched past *Nyala* to take second place by 20 seconds at the weather mark and, though *Nyala* almost caught her on the final spinnaker run, *Gleam* held second by a scant three seconds at the finish. The breeze hit 30 miles on the final run home and blew out three spinnakers, one after the other, *Vim* being the only boat that didn't lose one.

The second race started in a smashing 25-mile northerly and, in the four-mile beat across the Sound, *Vim*, after leading at the start, walked out into a lead of a minute 40 seconds over *Nyala*, with *Seven Seas* a bad third. *Gleam*, having cracked a tang fitting the day before, didn't start. The race looked in the bag for *Vim* but within a few minutes a heavy shower killed the breeze for the time being and both *Nyala* and *Seven Seas* coasted up to *Vim* under spinnakers. *Nyala* took a big lead before *Vim* got going again.

At the second mark, *Nyala* had a four-minute lead over *Vim*. Then the wind freshened again. *Nyala* lost a few seconds of her lead on the second reach and, on the second windward leg, *Vim* regained some 35 seconds but, with the breeze now strong and steady, had no chance to catch *Nyala* and the latter won by over a minute and a half.

Wind, sea, rain and fog kept the racers in port on the third day and on the fourth they sailed the one light weather race of the series, in variable airs out of the westerly quadrant. It was never over a five-mile breeze — much less, most of the time. The leading yacht averaged less than three miles an hour and the committee shortened the course at the end of the triangle. On the second leg, a broad reach under spinnakers, *Nyala* clearly outsailed *Vim*, rounding 3¼ minutes in the lead, but on the last leg — a beat against a very light sou'wester — *Vim* sailed right around *Nyala*, through the latter's lee, and finally ghosted over the line 4 minutes 40 seconds ahead, which didn't mean a great deal in distance.

The next day the breeze came back out of the southeast, 10 miles at the start and 15 by the end of the race. This time, *Seven Seas* had her big moment. She and *Gleam* went off wind-hunting on the port tack and, when they converged in mid-Sound, *Gleam*, which was well to leeward of *Seven Seas*, forced *Nyala* to bear off under her stern and *Vim* to tack on her lee bow. The new boats wouldn't be left that way, however, and, when they reached the weather mark, *Vim* was first, 25 seconds ahead of *Nyala*, with the other two close on their heels. Broad-reaching to the second mark, *Vim* had to luff to keep *Nyala* from passing her, which let both the older boats through, and *Seven Seas* led with *Gleam* a close second at that turn. On the third leg, the new boats passed *Gleam* but couldn't

Class D Dyer Dinks racing at East Greenwich, R. I., for the H. Martyn Baker Trophy. "Chant," D 162, won

catch *Seven Seas*, which rounded 40 seconds ahead of *Vim*.

Though he had *Vim* covered, Merle-Smith knew he couldn't hold her on the wind and took another tack to the southward in hope of another break. This time it didn't work out, however, and *Vim* outsailed them all to windward to finish just over a minute ahead of *Nyala* with *Seven Seas* third.

In the final race, *Vim* was clearly outsailed by *Nyala* on both windward legs. After four miles to windward against a 12-mile southerly, the Bedford sloop led by over a minute. Reaching to the second mark with the wind just forward of the beam, *Vim* regained a few seconds but on the third leg, under spinnakers, she lost ground again. The second beat saw the honors pretty even, *Vim* gaining only a second or two. Running home, *Nyala* outran the new boat and, though in the last half-mile they had to take her spinnaker off to keep the mast — which had been cracked in the first race of the series — from going over the side, she still increased her lead over *Vim* to a minute 21 seconds at the finish.

Vim had the series well in hand, however, the final point score being *Vim*, 18¾; *Nyala*, 16½; *Seven Seas*, 9; *Gleam*, 6.

The one protest of the series, which, had it been sustained, would have made *Nyala* the winner of the trophy, has caused considerable discussion. At the start of the first race, *Nyala* was just fetching clear of the committee boat's bow on the starboard tack with *Vim* under her lee and unable to clear the committee boat, Commodore E. Townsend Irvin's big *Tara*. Vanderbilt luffed to avoid cutting *Tara* in half and Bedford tacked to give *Vim* room to clear. In the excitement of the moment, *Nyala's* afterguard got the impression that *Vim* had already come onto the port tack before *Nyala* tacked and Bedford based his protest on the port-starboard tack rule. Vanderbilt maintained that he had only luffed head to wind at the time *Nyala* tacked. Walter L. Coursen, race committee chairman, and Commodore Irvin, acting as a second member of the committee, both of whom had had a disconcertingly close-up view of the affair, upheld Vanderbilt in this contention and, deciding the protest strictly on the rule on which it was based, disallowed it.

I saw the whole maneuver from the deck of the committee boat and there isn't the slightest doubt that if Bedford hadn't tacked, or at least luffed, there would have been a serious collision. Vanderbilt didn't hail Bedford for room, which he would certainly have done if he'd had a right to it. As it turned out, nobody was hurt and it'll provide material for a lot of fireside arguments this winter.

WILLIAM H. TAYLOR

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A Memorial Tablet

THE bronze tablet to be placed at the shore end of the new breakwater at Harwich Port, Mass., as a tribute to the late Waldo H. Brown, who met his death in the line of duty on April 5th, 1939, will bear the following inscription: "To the Memory of Waldo Hayward Brown, originator of this Harbor of Refuge for Voyagers of the Sea and Air."

Mr. Brown initiated the Yankee One-Design Class, combining the best features of the designs of a dozen well-known naval architects. He was responsible for the formation of the Stone Horse Yacht Club, served as its first commodore and started the movement for the new club station that was completed early in the summer.

The quarter-mile granite breakwater out into Nantucket Sound, finished late in July, forms the best harbor for yachts and aeroplanes on the north shore of the Sound east of Hyannis Port.

WM. U. SWAN

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"Chant" Wins Baker Trophy

ED. RAYMOND, with his Class D dinghy *Chant*, piled up the highest total points in seven races of 19 dinghy sailors at East Greenwich, R. I., October 8, and won the third leg on the H. Martyn Baker Trophy, retiring it from competition.

At the finish of the sixth race, John Fales' *Stand Pat* was tops with a one-point lead over *Chant* and, when Fales came in second in the final race with *Chant* about in the middle of the fleet, it looked as though there'd be another Baker Trophy match next spring anyway, but *Stand Pat* had stood pat on the port tack when *Sniffles*, on the starboard, wanted the right of way. Disqualification dropped *Stand Pat* to fifth place on the total score sheet. *Chant's* tenth place was good enough to put her on top, one point ahead of Allen Clark's *Penguin* and five ahead of Stan Smith's *Sniffles*.

The two morning races were hardly more than drifts. The breeze perked up a little while the hosts and visiting firemen were absorbing a clambake at noon hour, so the afternoon races were really sailed.

Summary: *Chant*, Ed. Raymond, 103; *Penguin*, Allen Clark, 102; *Sniffles*, H. Stanton Smith, 98; *Janie*, Fred Gade, 97; *Stand Pat*, John Fales, 94; *Awashonks*, Mark S. Hough, 86; *Kemo*, Robert DeCoppett, 85; *Water Wagon*, Deane Fox, 82; *Caboose*, Frank Raymond, 82; *Dipit*, Arnold Hoffman, 76; *Pop Eye*, Fred Thurber, 73; *Betelguese*, William W. Swan, 64; *Brunonia*, Dick Starrett, 58; *Termite*, John Gross, 46; *Silver Lining*, Dave Scott, 42; *Cublet*, Marty Keeler, 41; *Hel-N-I*, Terrell Cobb, 36; *Pilot's Punt*, Dr. Helen Bridges, 27; *Blue Peter*, B. M. Jones, 24.

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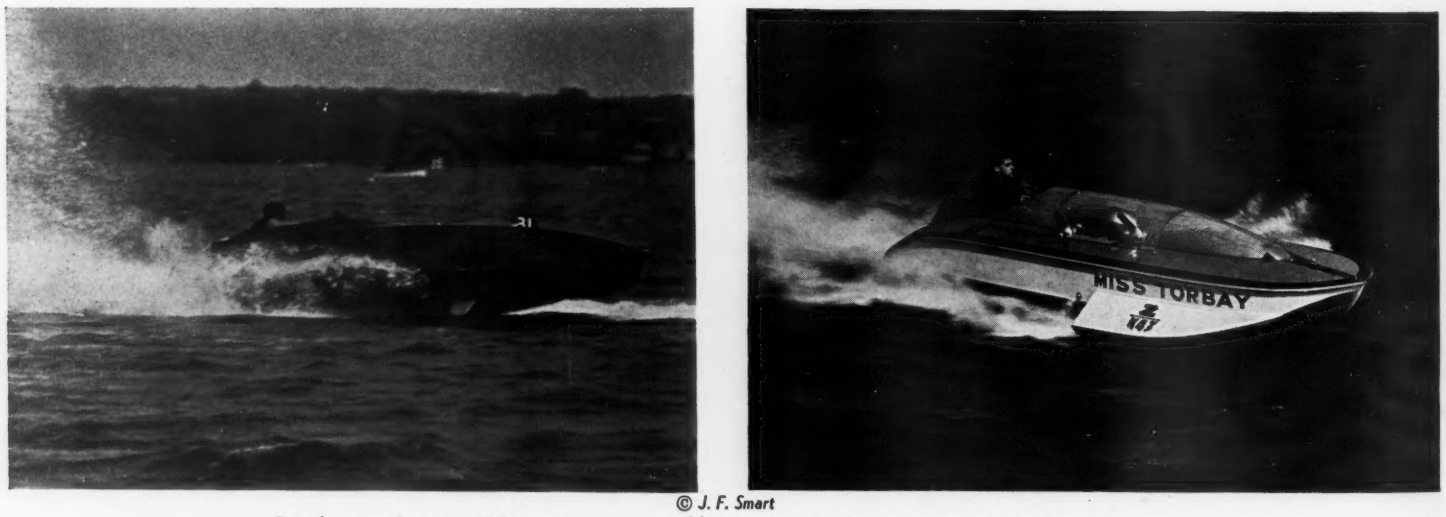
The Lightning Class Championships

IN a series of three races marked by good breezes, enthusiastic competition, and a friendly spirit of sportsmanship, the Lightning Class wound up its first season in September with its national championship regatta, held on Barnegat Bay over the course of the Bay Head Y. C. Fourteen boats, hailing from ports between Portland, Me., and Washington, D. C., took part and sailed a national championship without a single foul or protest.

John S. Barnes, of Skaneateles, N. Y., sailed his Lightning No. 35 to three straight first places, proving equally capable in light airs, strong winds and a moderate breeze. Second place went to Dr. John C. Hirst, of Philadelphia, who placed third, sixth and second in Lightning No. 102, of the Mantoloking Y.C. Dr. Hirst had won the season's championship in the local Barnegat Bay Lightning Fleet. One point behind Dr. Hirst in the point score came Austin Smithwick, with No. 125, from Portland, Me., while Howard O. Wood with No. 17 of the Cedarhurst Y.C., Lawrence, L. I., took fourth with a 4-point margin over Peter Bentley, of Red Bank, N. J., who capsized No. 10 in the final race after placing second and third in the first two.

John Barnes' knack of getting off to good



© J. F. Smart

British motor boats, a Whippet one-design 1½-Litre racer and an American-built Ventnor 4-Litre

M. E. Denash

John T. Snite's "Copperhead," winner of the Sheldon Clark Time Prize at the Great Lakes Cruising Club Regatta

John S. Barnes won with his No. 35 at the first Annual Championship Regatta of the Lightning Class, held on Barnegat Bay

starts played a big part in his success in the series, and in each race he was first to reach the windward mark. His crew was George Barnes and C. Lindsey Nicholson. None of the boats reefed, although it blew hard in the southwesterly puffs.

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R.O.R.C. Race to La Rochelle

ISAAC BELL'S *Bloodhound*, winner of the Fastnet and Morgan Cup races, sailed into and right through the first R.O.R.C. race to La Rochelle, France, to make her third victory in three races. Not only did she cross the finish line first, but she won on corrected time also. The race began off Plymouth on August 13th but immediately afterwards ran into a five-hour calm. This was succeeded by a constant easterly breeze that allowed a reach to Ushant and a close fetch into La Rochelle. *Bloodhound* was sailed by Rod Stevens and Ducky Endt, who had just finished their season in *Vim*, Alf Loomis and his son, and Charles Blake, who is a nephew of *Bloodhound's* designer, Charles E. Nicholson.

Of the seventeen other boats in the race, the majority were English, only two being French. *Phryna* made second in the large class and *Mindy* and *John Dory* won first and second prizes, respectively, in the small class. *Ilex*, sailed by a crew from the Royal Engineer Club, had the only near catastrophe of the race when her life line gave way forward and one of the hands fell overboard. In spite of oilskins and boots, he managed to stay afloat until the dinghy could be put out to rescue him. A. W. L.

The Monhegan Race of the Portland Y. C.

THE ninth Monhegan Race of the Portland Yacht Club started on August 26th with 17 entries crossing the line off Portland Head for Maine's only ocean race of the season, over a course of about 100 miles. First to finish on Sunday morning was M. Gale LeMoine's 49-foot sloop *Tarpon* which took first prize in her class but was third in the race on corrected time. She finished at 9:26 a.m., in 20 hours 16 minutes.

As in last year's race, the second boat to finish took her class and the Portland Yacht Club Trophy. Frank Bissell's yawl *Dorothy Q*, from Hyannisport, Mass., finished 13 minutes after *Tarpon*. The third boat in was Jack Markell's sloop *Lone Star*, from Gibson Island, Md. She also took her class, completing the unusual score of three firsts in, three firsts in the classes.

In Class A, J. H. Wakelin's schooner *Bonnie Doone* took second place and R. L. Ireland, Jr.'s, schooner *Pandora II*, third, with the fourth boat in that class, Edward W. Freeman's schooner *Blue Goose*, last to finish.

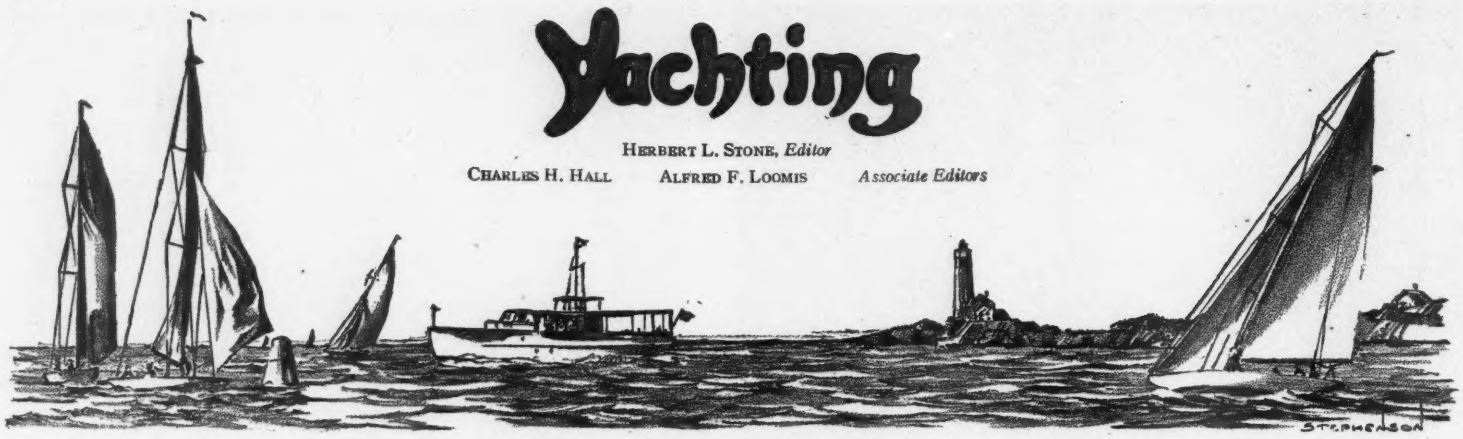
The eight boats in Class B got away nicely, John R. Newell's little 30-foot sloop *Dusky* making the best start. She was the smallest craft in the race and, unfortunately, did not finish. Harold M. Scott, Jr.'s, *Dawnell II* was second over the line, followed closely by *Dorothy Q*, H. P. Clark's yawl *Zodiac* and Ernest Ballard's yawl *Eliza*. At the finish, when the pay-off occurs, *Zodiac* took second place to *Dorothy Q*, *Departure* third, *Eliza* fourth, and *Praxilla*, last year's winner, fifth. *Norjian* did not finish.

The Rating Class, with five boats, went out with the tide quite literally, the wind having dropped entirely. First to drift over the line was Dr. Roy Wheeler's "Q" *Falcon* with her rival, Herbert Payson's "Q" *Hobnob*, second, George Baer Connard's Eight-Metre *Ursa*, E. E. Sanders' yawl *Playmate* (a converted N.Y.Y.C. "30") and *Lone Star*. At the finish, *Lone Star* took her class with *Ursa* second and *Falcon* third.

This year, for the first time, the start was set forward one hour, to 1:00 p.m. Another innovation was to have all the entries take their starting time from Class B, the smaller boats, thus giving these 20 minutes over the Rating Class. This worked out well, all boats rounding the Cape Porpoise buoy before 9:10 p.m.

The wind at the start was light southerly which continued until most of the boats were off Wood Island when a light westerly came in and held until about 10:00 p.m. Then the wind freshened and swung around to the north. The old Monhegan argument, whether to stay inside or go out to sea, was won this time by those on the inshore track. Those holding the Lightship-Seguin course made time over those holding the straight course or those putting out to sea, and had a fine sail throughout the night. The boats that rounded Monhegan whistler before 7:00 a.m. had enough wind to finish, although *Tarpon* was the only one to carry the northerly back to the finish line. The other boats lost most of their time between Halfway Rock and the finish line off Portland Breakwater.

[Through lack of available space the account of this important Maine distance race, did not "make" the October issue. Ed.]



EDITORIAL

Looking Ahead

NOW that the season of 1939 afloat is a thing of the past, except for those lucky enough to live in a more temperate climate than our northeast coast affords, or who may be heading southward for the winter, yachtsmen generally turn their eyes ahead, begin to speculate on the next boating season and to wonder what the winter will produce in the way of new yachts. So it has ever been.

It is, of course, too early yet to make any reliable prediction as to what the winter may bring to the boat yards that specialize in custom built yachts. Those who may be contemplating new boats for next summer usually allow themselves a breathing spell after a strenuous season afloat, and but few of them actually place orders until about the turn of the year, or even later. Some of the larger yards still have new work under construction for delivery late this year, and one or two have building enough in sight to keep them busy until the new year. This is mostly in cruisers, both power and auxiliary. Other shops, having completed their schedules, are waiting for what the winter may bring forth.

So far, there has been but little talk of new racing yachts of any size. It seems doubtful if the Twelve-Metre Class will see any new boats for next season, and the Six-Metre Class, dependent as always on international racing for its stimulus, seems dead until the war situation abroad clears. Unless the Bermuda or some other long distance race of equal interest is scheduled, there will, probably, not be many ocean racing yachts built this winter.

But in other classes, particularly such as the many small one-design auxiliary cruisers, and small racers, interest seems as great as ever and orders are already being placed and construction started for next year's delivery. This interest in the small standardized sailing cruiser is the logical outgrowth of the stock power cruiser development, and in both of these fields there seems lots of work in sight. With foreign travel curtailed by the unsettled state of Europe, it is likely that Florida, California and the American possessions will have exceptionally active seasons. This should mean more boating and more boats and Florida in particular should prove an excellent market for the standardized boat, both power and sail. Also, in these waters, the racing schedules have not been curtailed, even in the matter of long distance racing which may take the contestants out of the country.

So we are confidently looking forward to a good winter season afloat and normal production ashore except in some specialized lines. Recreation is about the last thing one foregoes in time of stress.

Radio Navigation

THE increasing use and the value of radio direction finders in long distance racing could not have been more clearly demonstrated than in the Marblehead-Halifax Race, so ably described by Geoffrey Smith in the October issue of YACHTING. Here was a race sailed much of the way through a pea soup fog, in which celestial observations were almost impossible to obtain and which apparently were not relied on for navigation purposes by any of those yachts equipped with radio. In fact, without radio beacons and "finders" it is doubtful if the racing skippers would have driven hard for the finish off a rocky and dangerous coast, as they did. But at no time were the contestants who relied on radio stations, with which the course was well supplied, in doubt as to where they were. Not only that, but in the strong tides off Seal Island and Cape Sable, the direction finder showed the "set" of the current accurately and more quickly than could have been learned from observations of celestial bodies. In this connection it proved invaluable.

While yachtsmen have been familiar with and have relied on radio signals for some time, never before, we believe, have they played such an important part in a long ocean race. And, with the great improvement of sets designed for small boat use, it is only reasonable to suppose that ever greater reliance will be placed on this form of navigation in the future. While it is not probable that sextant and chronometer will be "given the deep six" just yet, proficiency in the use of radio bearings will, in the future, be just as important as a knowledge of celestial navigation. Navigators without experience in their use will be at a decided disadvantage in any ocean race.

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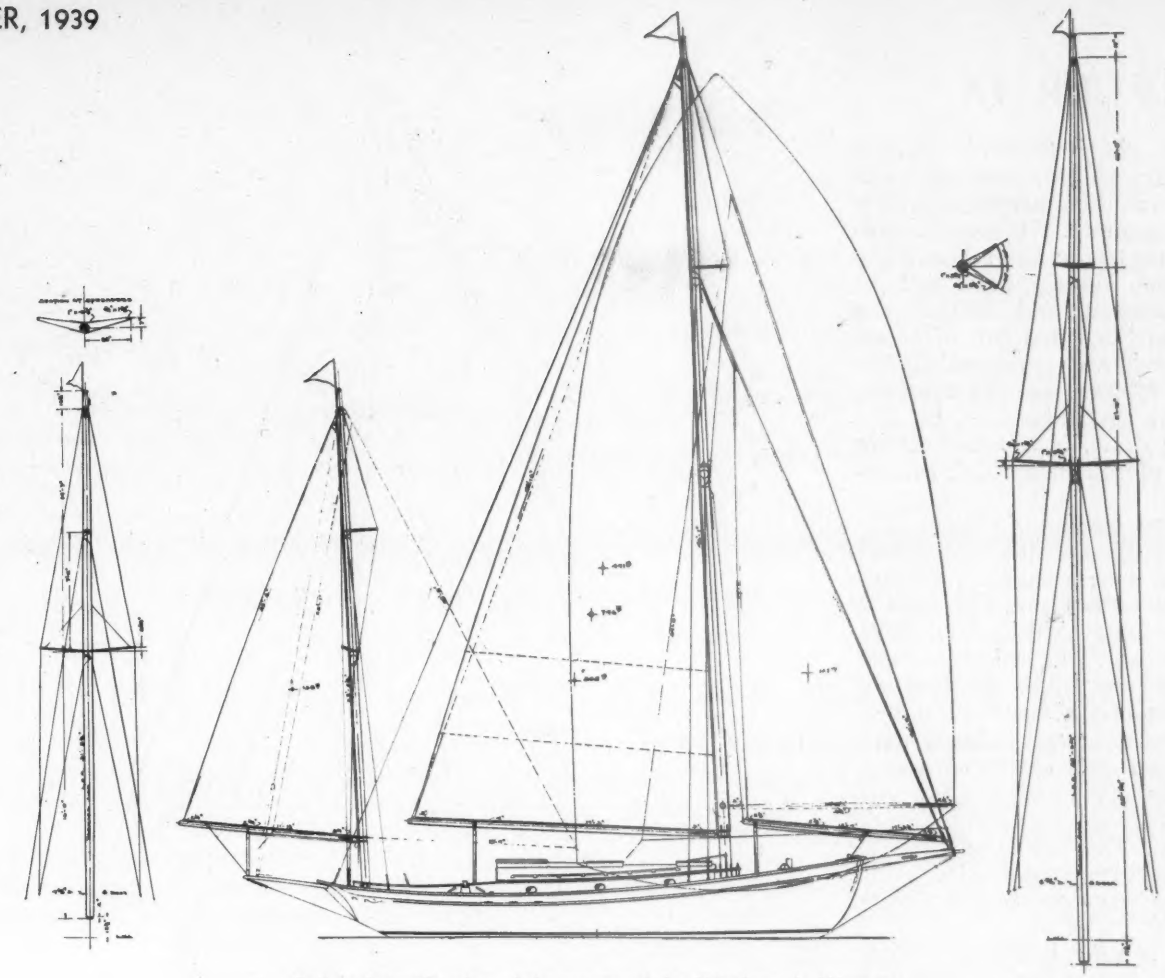
The Coast Guard Reserve

THE formation of a yachtsmen's Coast Guard Reserve, promulgated by the Coast Guard some months ago, was effectuated by a Congressional act in June, and the authorities are now working out the details which will make it a useful volunteer arm of the national service. The aims of the Coast Guard in establishing this Reserve are comprehensive, being to promote efficiency in the operation of yachts, to secure wider knowledge of and better compliance with the laws governing the navigation of small craft, and to increase the safety of life at sea. And between the written lines of the enabling act we see a friendly determination to bring Coast Guard and yachtsmen closer together so that both groups may, in understanding one another better, work in closer harmony.



Sail and rigging plan of the new yawls by Winthrop L. Warner

"LENITA II" AND "PRIVATEER," CRUISING YAWLS

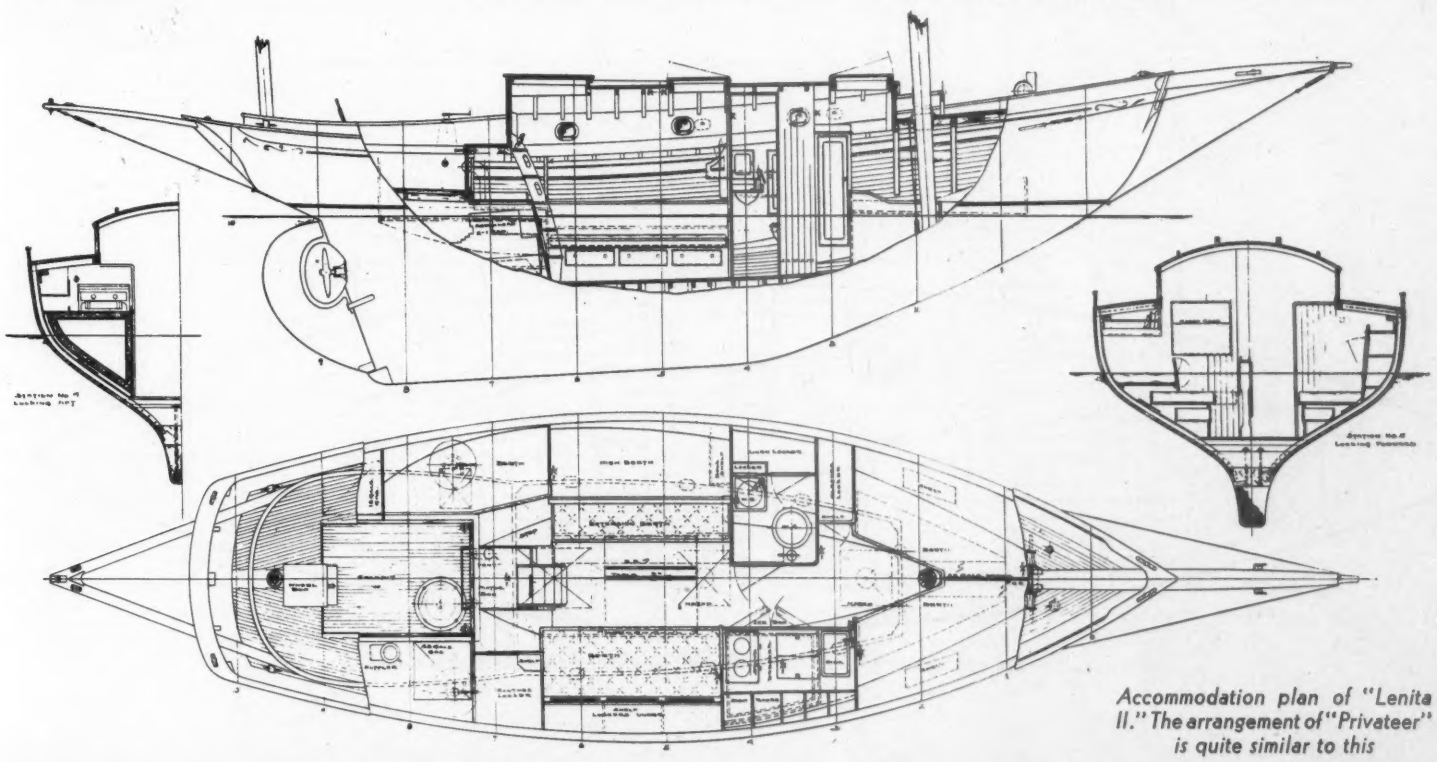
TWO wholesome yawls have recently been completed from this design by Winthrop L. Warner, of Middletown, Conn. They were built by Rice Brothers, of East Boothbay, Maine. One, *Lenita II*, for William H. Harrington, of West Hartford, Conn., replaces his boat of the same name lost in last year's hurricane; the other, *Privateer*, is owned by Edward P. Jones, also of West Hartford.

The boats are 34′ 7″ in length over all, 27′ 3″ on the water line, 11′ 0″ beam and 5′ 7″ draft. Planking is of Philippine mahogany and decks are of teak. Each carries 5000 pounds of iron on her keel and 2000 pounds of lead inside.

The rig is simple, with a somewhat larger mizzen than usual so that there is still 305 square feet of canvas set when the mainsail is down. The total sail area is 746 square feet. Sails are by Louis J. Larsen, of New York.

Lenita II is powered with a Red Wing Arrowhead engine fitted with reduction gear and *Privateer* with a Gray 4-52, driving direct.

The cabin plan shown is that of *Lenita II; Privateer's* arrangement is almost identical but has slightly more room in the galley. Both yachts hail from Essex, Conn.



Accommodation plan of "Lenita II." The arrangement of "Privateer" is quite similar to this

The plans reproduced in this section are the property of the designers under whose name they appear. For further information concerning any design address the naval architect in question.

"TIPLER IX"

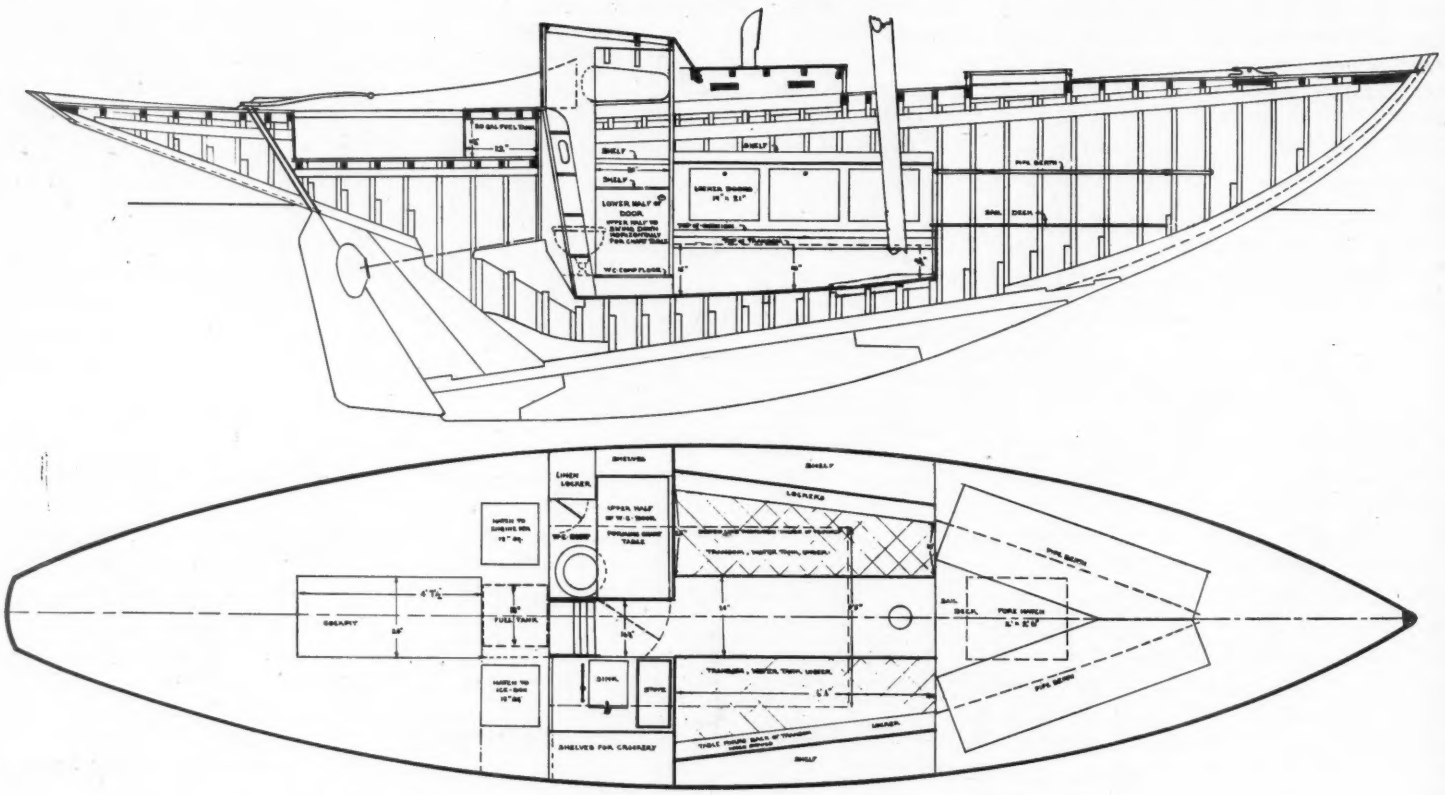
THIS yacht, designed by E. Arthur Shuman, Jr., for his own use, was built at the yard of Palmer Scott in New Bedford this summer. While quite similar in hull form to the *Essex V* and the Single-Handers, her rig, deck and interior arrangement and fittings are different from the usual run of ocean racers of her inches. Her principal dimensions are as follows: Length over all, 35′ 6″; length on water line, 25′ 2″; beam, 8′ 6″; draft, 5′ 3″. She carries 5500 pounds of iron on her keel. Ballast ratio is .43.

Keel and framing are of oak, outside planking of Philippine mahogany and deck of cedar, canvas covered. Fastenings are of galvanized iron. The mast is well aft and is to the Cruising Club Rule limits as to height. The sail area is 622 square feet and she will be able to carry a large Genoa and a large spinnaker. The racing storm trysail is made with a 6-foot reef so that it can be used as a riding sail. Chain plates are well inboard and spreaders are short, not to interfere with a Genoa. The rail is of bronze, bored for attaching snatch blocks for sheet leads, as was done in the Eight-Metre *Venture*.

The engine is a 4-cylinder Red Wing Meteor, on the center line. A 20-gallon fuel tank is under the bridge deck.

Galley and toilet room are aft and headroom in them is 6′ 2½″, under the "doghouse"; the small trunk cabin extends over most of the cabin. A large hatch forward is handy to drop sails down. The cabin accommodates four persons.

The mast is well in the middle of the boat and large Genoa and parachute may be carried. Shrouds are set well inboard and spreaders are short, to clear the Genoa



Inboard profile and cabin plan of the new "Tipler IX," designed by E. Arthur Shuman, Jr., Inc.

The outboard profile shows a boat with graceful sheer and neatly worked out deck erections

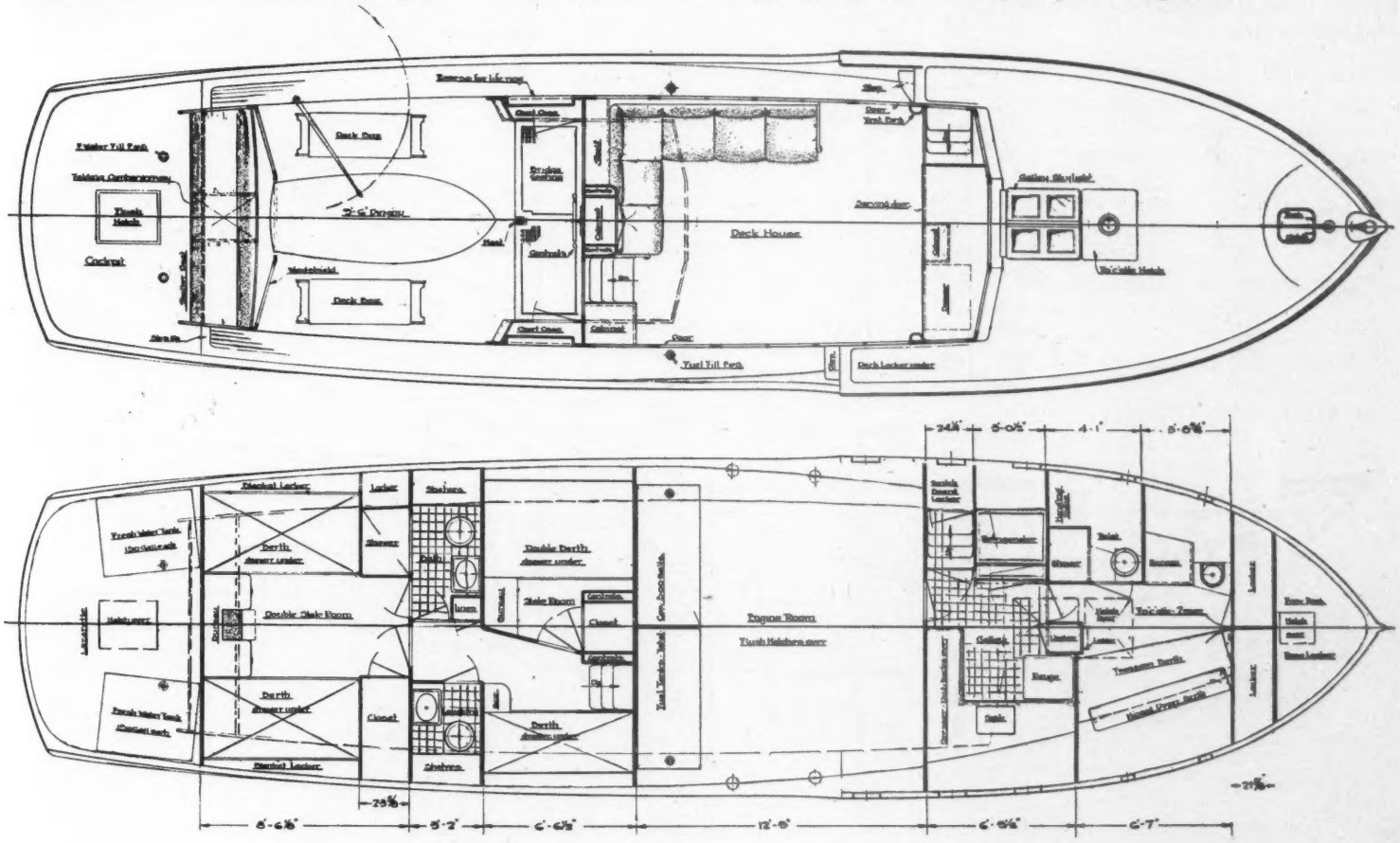
THE ELCO 57-FOOTER, A 1940 MOTOR YACHT

LEADING the 1940 fleet designed and built by the Elco Works, Bayonne, N. J., is the motor yacht illustrated on this page. The new yacht is of the following general dimensions: Length over all, 57′9″; beam, extreme, 14′9″; draft of water, 3′4″. She has the reverse curve in the stem, a modern touch, and a raking transom.

Construction specifications call for quartered white oak keel and framing, swamp white cedar outside planking, deck erections and deck trim of selected Philippine mahogany, carefully matched as to color and grain. House front and windshields are attractively raked. The yacht is handled from the bridge atop the cabin trunk abaft the deckhouse.

The deckhouse is roomy and steps lead down from it both forward and aft. Forward is the forecastle, with toilet and shower. Then comes the galley, completely equipped. Abaft the house is a passageway berth and a double stateroom, a toilet room and a bath room and the owner's double stateroom. While the owner's room opens to the cockpit, this door will be used only in an emergency so that there is no through traffic through these quarters. The cockpit has a windshield with wings on each side and a standing roof.

The power plant is a pair of either gasoline or Diesel engines, allowing a range of speed from 14 to 26 m.p.h., according to the amount of power chosen. Engine beds are of steel, hung in rubber mountings, and special care has been taken to insulate the boat against sound and heat by the use of fireproof material. Fuel tanks hold 500 gallons and fresh water tanks have a capacity of 300 gallons.



Deck plan and accommodation plan of the new Elco 57-foot motor yacht

THE "PRIVATEER" CLASS

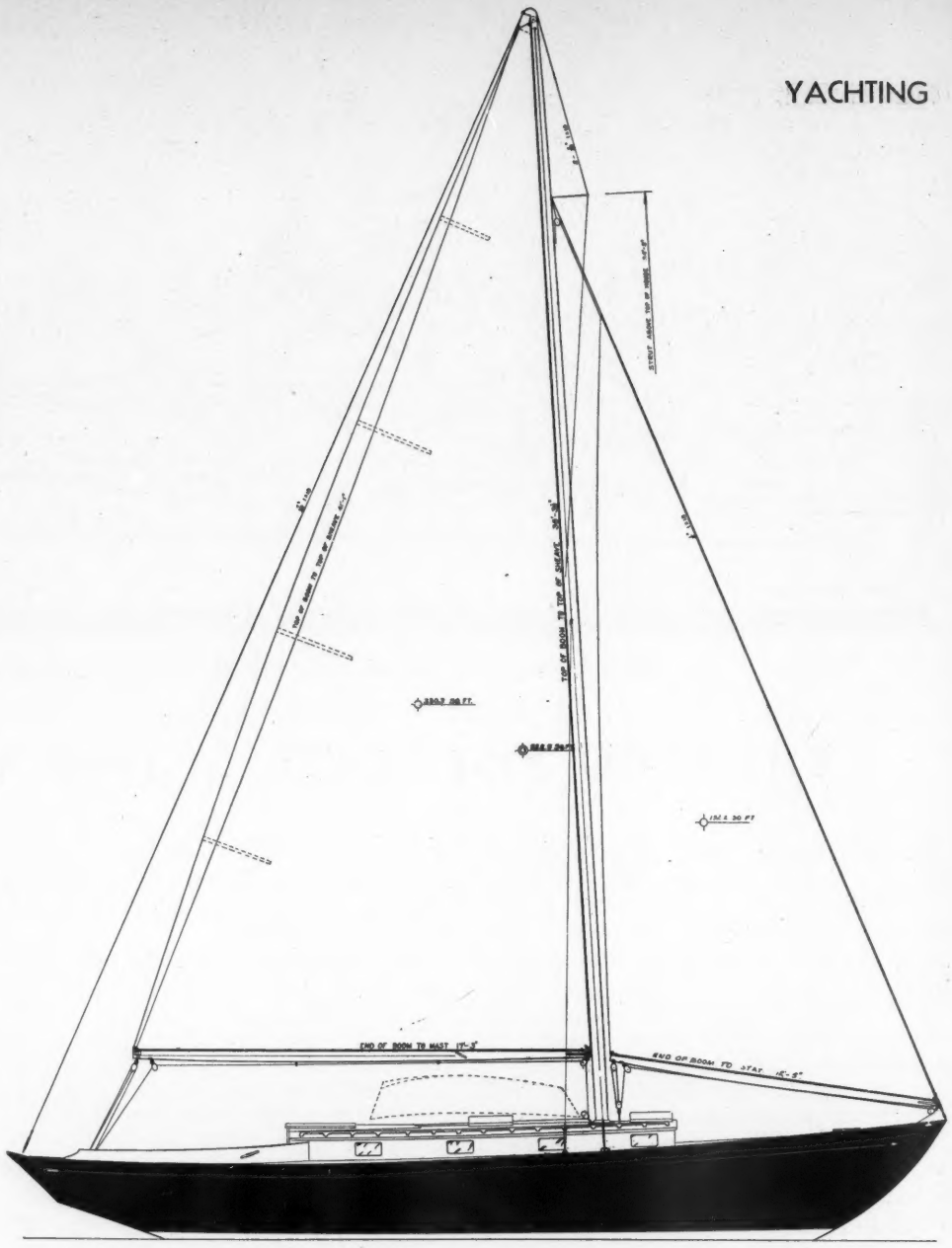
THIS yacht is the first of a proposed one-design class from the boards of Sparkman & Stephens, Inc., planned to be a fast cruising boat with good looking ends. She is now nearing completion at the yard of George Lawley & Son Corporation, Neponset, Mass., and is expected in New York waters about the first of this month.

The principal dimensions of *Privateer* are: Length over all, 35′ 0″; length on water line, 24′ 6″; beam, 8′ 10″; draft, 5′ 3″. She carries about 5800 pounds of iron on her keel. Spars are hollow and her working sail area is 522.5 square feet. Standing rigging is of galvanized wire rope and either Ratsey or Prescott Wilson sails will be furnished at the owner's option.

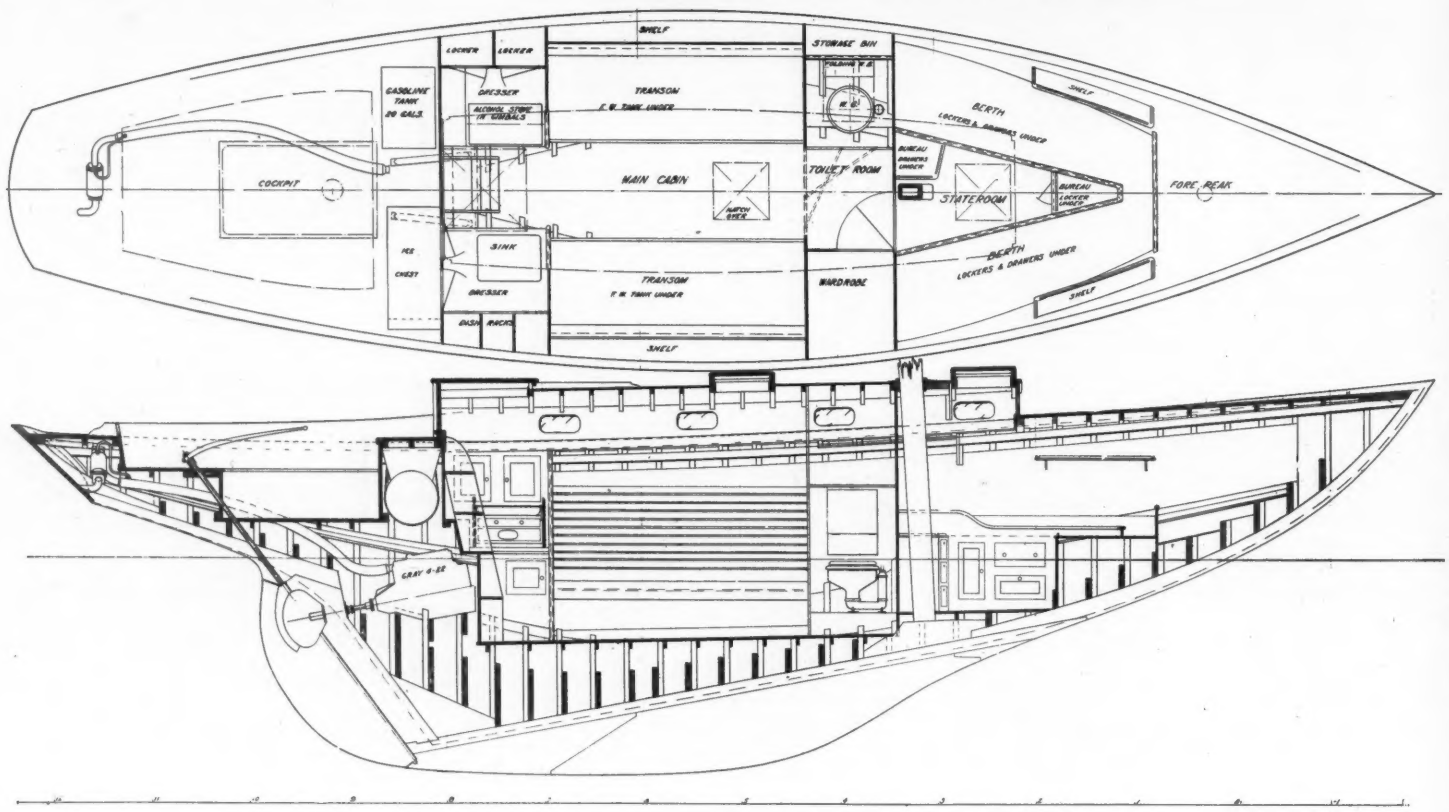
Construction is high grade, with oak keel and framing and Philippine mahogany outside planking, bronze fastened. Deck is of pine, canvas covered. Cabin trunk, coaming and deck trim are of African mahogany as is the interior trim.

The engine is a Gray 4-22, driving a two-blade feathering propeller direct. Fuel capacity is 20 gallons and 70 gallons of fresh water are carried.

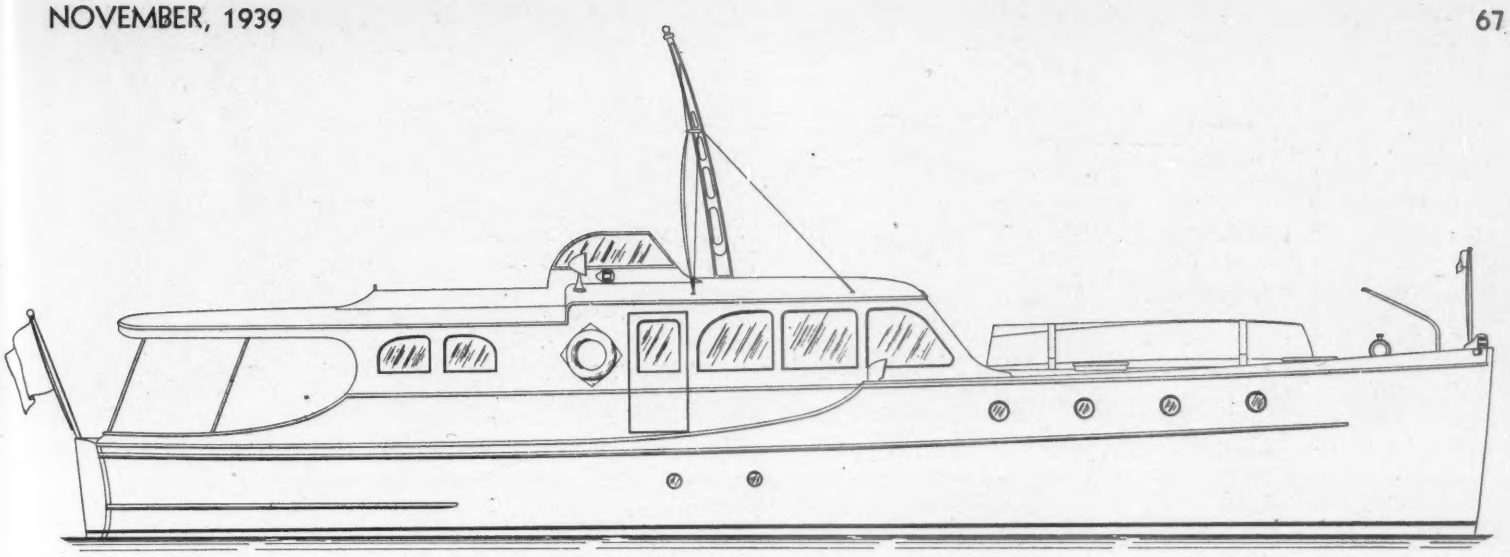
Headroom in the cabin is 6′ 0″. There is a double stateroom forward with toilet room and wardrobe next. An ingenious door arrangement is fitted to separate toilet or stateroom from the main cabin. Two transoms are in the cabin and the after end is given to the galley. The sunken cockpit is watertight and self-bailing.



The sail plan shows a modern rig of 522.5 square feet area



Inboard profile and accommodation plan of the "Privateer," the first of a new one-design class



The navigating bridge is partly sunk in the after end of the deckhouse

"BERENICE," BUILDING AT ANNAPOLIS

THE accompanying plans are those of a yacht which is now nearing completion at the Annapolis Yacht Yard, Annapolis, Maryland. The hull is one of the well-known Annapolis 54 model although the interior arrangement has been laid out to meet the owner's special requirements. As a matter of fact, ten yachts have been built already from these lines and no two of them have been exactly alike in their arrangements. The new yacht, which has been named *Berenice*, is being built for Frederick C. Peters, of Miami Beach, Florida.

The principal dimensions of *Berenice* are as follows: Length over all, 54′ 0″; beam, extreme, 13′ 6″; draft of water, 3′ 9″. The yacht is of the raised deck model with a fairly long house amidships, its roof extending aft over the after cockpit. This roof is hinged so that the after portion of it may be swung up out of the way, leaving plenty of clear space for the use of fishing rods on occasion.

The hull is of the usual high grade construction, being framed with selected white oak and the outside planking being double. The inner layer of this planking is of white cedar and the outer layer of mahogany. All hull fastenings are of Everdur bronze. Both the forecastle deck and the floor of the cockpit are of teak. All exterior hardware is of bronze, chrome plated.

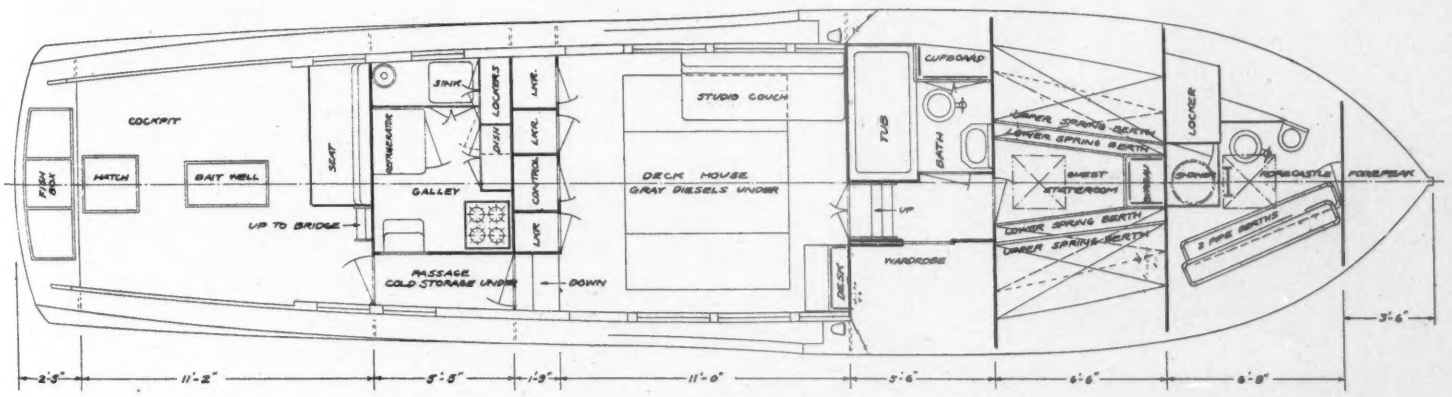
The mechanical equipment of *Berenice* is unusually complete. The main engines are two Gray Diesels developing 165 horse power each. They are provided with oversize generators and, in addition, there is a Witte 32-volt electric generator driven by a full Diesel engine. Tank capacity, both fuel and fresh water, is ample. The auxiliaries include a complete set of Exide storage batteries and a large electric refrigerator. Besides, there is a special box in which frosted food is to be kept, a valuable feature when cruising in waters such as those surrounding the Bahamas, where fresh supplies are not easily to be obtained. There is also an electric windlass for handling ground tackle, a ship-to-shore telephone system and a radio direction finder.

The arrangement is unconventional in that it provides but one stateroom, sleeping four persons, although there are additional accommodations for two in the deckhouse. The interior of this deckhouse is finished in primavera (white mahogany) while all exterior joinerwork is in Honduras mahogany. The forward deck is roomy and here the tender, 12′ 6″ in length, is stowed, bottom up. The deckhouse is 11′ long and under it is the engine room. In the after part of the house is the well-equipped galley, almost the full width of the house. A passage gives access to the cockpit which is unusually roomy and is fitted with a fish box and a live bait well in which water is circulated. A seat is built across the forward end of the cockpit and alongside the seat is a ladder to the upper deck for use when the roof is hinged up out of the way.

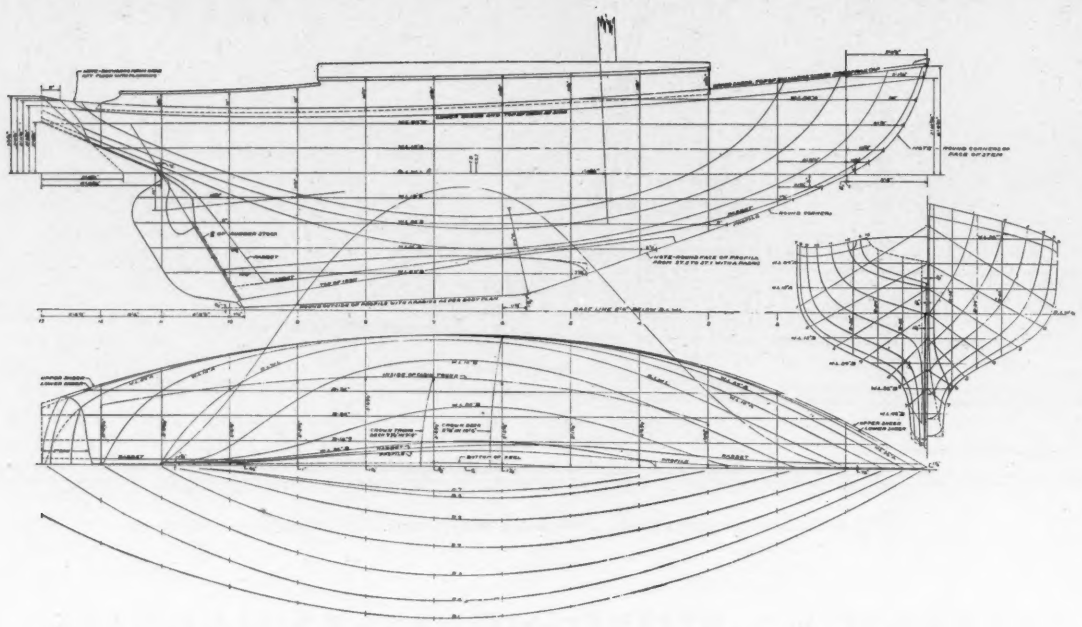
Below decks, there is a two-man forecastle, with pipe berths, toilet, wash basin and shower. Next aft is the stateroom, with upper and lower berths each side. Next is a huge wardrobe, to starboard, and a large bathroom to port. Bathroom and galley are both completely tiled, the bathroom being fitted with colored fixtures.

This arrangement of the living quarters, while unusual, merits consideration. The large cockpit is well fitted for fishing or for day sailing. The deckhouse provides shelter in bad weather while the roomy galley allows the owner to entertain a large party.

Berenice was scheduled to be launched about the middle of last month, going into commission soon thereafter and being taken South to her home port.



The arrangement, while unconventional, deserves study

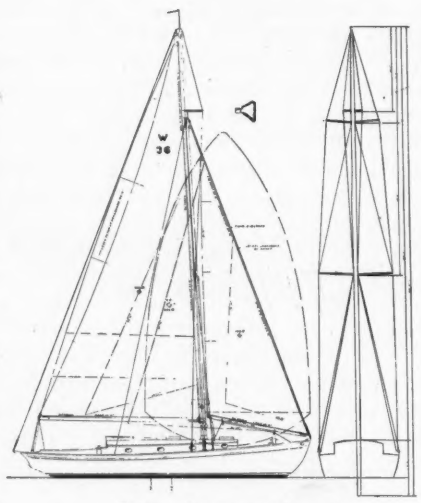


The lines show a model that should be sea kindly

THE "WINSLOW 36," AN AUXILIARY CUTTER

HERE are the plans of a new auxiliary cutter from the board of Ralph E. Winslow, naval architect of Quincy, Mass. To be known as the "Winslow 36," the new yacht is of the following dimensions: Length over all, 36′ 2″; length on water line, 28′ 0″; beam, 10′ 6″; draft, 5′ 5″. Her displacement is about 21,000 pounds and she carries 7500 pounds of iron on her keel with about 1500 pounds of inside ballast. The iron runs the full length of the keel, giving good protection in case of grounding. The keel bottom is straight for ease in hauling out or beaching.

The mast is hollow and the working sail area is 626 square feet. A permanent backstay is fitted and double jibstays. All spar metal work is of Everdur bronze and standing rigging is of 1 by 19 improved plow steel wire. Construction is on the heavy side, frames being stout and closely spaced and other members in proportion. Deck is of Weldwood, canvas covered.

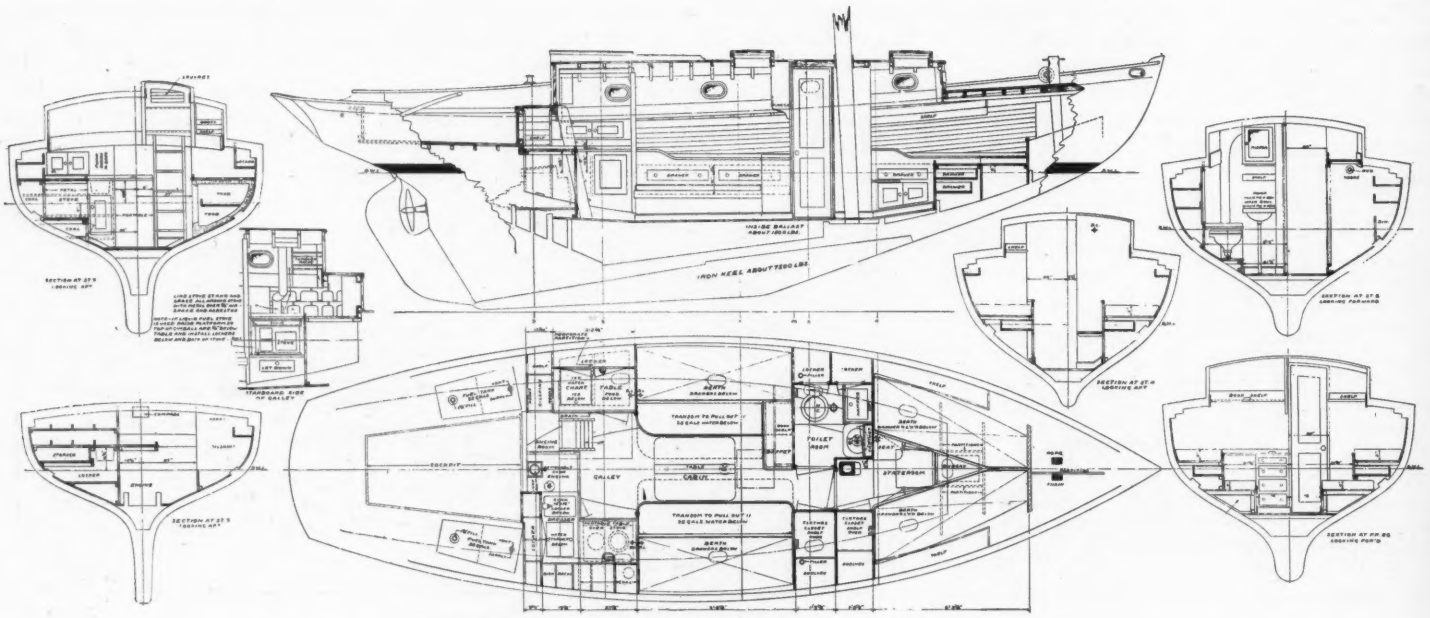


Sail and rigging plan

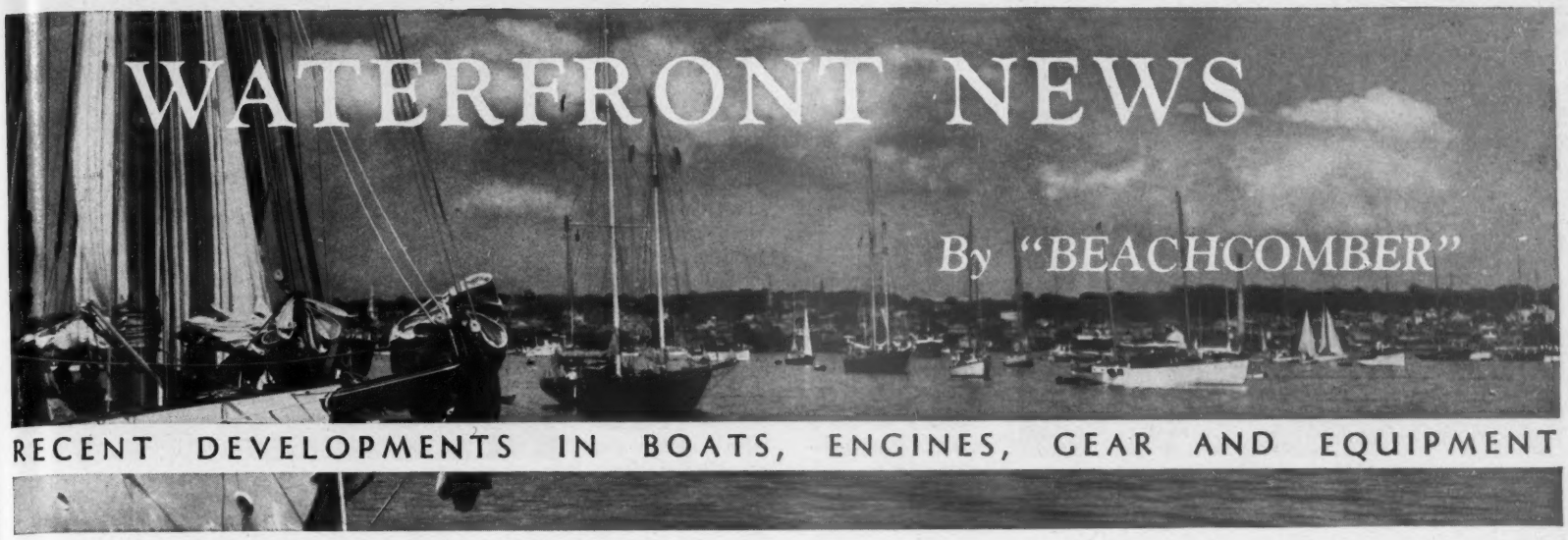
The engine is a Gray 4–22, with reduction gear of 2:1 ratio, driving a large propeller. The engine is located under the bridge deck and is covered by the galley dresser, entirely concealed but accessible. Fuel and water tanks are of 70 gallons total capacity each, of tin-lined copper.

Below decks there are berths for six persons, all berths being 6′ 4″ in length. The headroom throughout is 6′ 2″. Forward is a two-berth stateroom, next to which is a good sized toilet room. Then comes the main cabin, abaft which is the galley. The cockpit is water-tight and self-bailing.

The first "Winslow 36" is now being built for William R. Turner, of Tampa, Florida.



Accommodation plan, inboard profile and characteristic sections



THE ALDEN EXPLORER: A ROOMY CENTERBOARD SLOOP

THE last few years have witnessed great activity in the stock auxiliary field. The leading designers have all produced one or more boats which have been built as a stock proposition until at present there are almost as many builders of stock auxiliaries as there are of stock power cruisers. With scarcely an exception, however, these boats all follow very closely a certain definite type: a combination of speed, simplicity of rig, and whatever the fastest hull form will permit in the way of accommodations.

As a type these auxiliaries have been most successful. They have provided a great many owners with exactly or very nearly what they have wanted and are miles ahead of their best all round counterparts of a decade ago.

Up to the present speed has been all important in the makeup of these modern auxiliaries. With the results of ocean races, overnight jaunts and matinee affairs supposedly looming large in the minds of the prospective buyer, the racing record of every class comes in for a lot of attention.

Speed is the first requisite in our own particular case for our first seagoing lessons were in the racing school and the "feel" and drive of a smart, lively boat is a most important consideration as far as we are concerned. The accommodations provided in the Week-Ender, the Coastwise Cruisers, the New Bedford 35, the Over-Niter, etc. are quite sufficient for our needs.

At the same time we feel that with all the breaks there are in the game, and the great variation in the skill of various skippers and crews, it requires the results of a great many races to provide a true indication of speed.

But amid all this talk of speed and race winning ability, what of the man who puts that factor well below the top of the list of desirable characteristics in his boat. Many a sales agent for the stock auxiliaries has started off on the wrong foot by unwittingly bringing up the matter of speed to men whose principal requisite is comfort and to whom the very mention of speed brings up, rightly or wrongly, visions of terrific heeling angles, narrow quarters, flying spray and expensive gadgets. There are a great many very salty skippers who cruise hundreds of miles every season and never enter a race. They are seldom in a hurry and whether they make their day's port-to-port hop in 7 hours or 6½ makes very little difference to them. Many of these people, too, are mighty interested in the saving in cost available in the stock boat over a custom built craft.

For some time we've had a feeling that the 100% cruising man was not getting exactly what he wanted in the modern stock auxiliary and we are very certain that his wife and the wife of many a cruising-racing skipper too would appreciate more emphasis on room both on deck and below regardless of the sacrifice in speed. We've wondered what has become of the husky stock cruising auxiliary type of a dozen years ago. In those days when races other than matinee affairs were few and far between, an Alden designed ketch or schooner was the apple of every cruising man's eye.

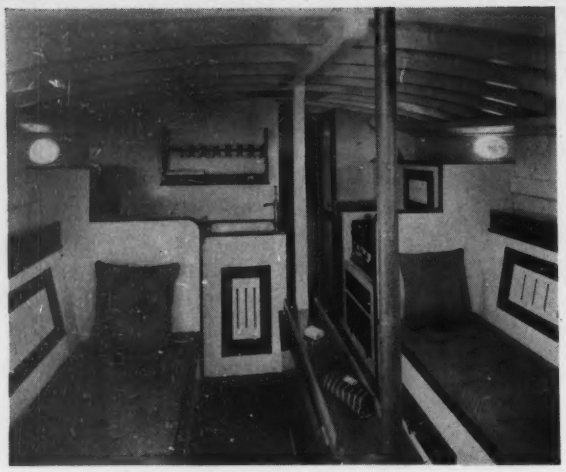
John Alden himself must feel the same way about the shortcomings of the modern stock cruiser from the point of view of the man who cruises without racing, for one of his most recent developments is a stock sloop, thoroughly modern in rig and other details of appearance and yet with an abundance of room.

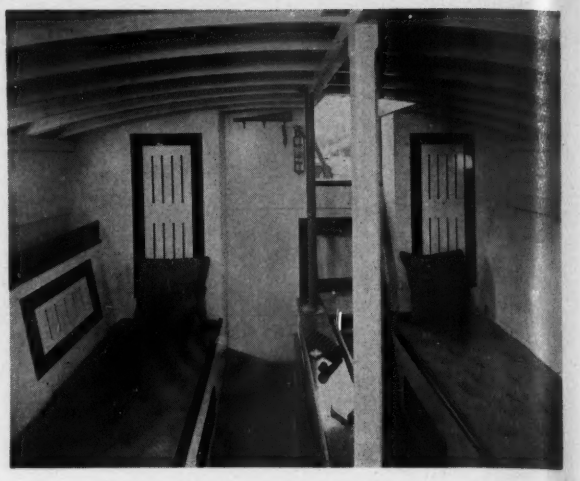
This boat is the Explorer, a centerboarder with ample accommodations for four, and a means of expanding this figure to six in practice as well as in theory. She is 37′ 5″ in overall length, 27′ on the waterline, has a beam of 10′ 11″ and draws but 3′ 8″. Her sail area is 614 square feet. The first Explorers have been built by Morton Johnson of Bay Head, New Jersey.

In comparing the Explorer to a typical racing-cruising stock auxiliary of about the same size, the Alden Coastwise Cruiser, for instance, on paper and in plan the differences between the two boats seem slight indeed. The Coastwise Cruiser is exactly one foot shorter in both overall and waterline length, her beam is only 14″ less and her layout is quite similar, with a double stateroom forward, a toilet room, clothes lockers, a galley, and two transom berths in the main cabin. There is very little in the plans of the larger boat that the smaller does not also have. But there is a difference and it's a great difference. Fourteen inches may seem like very little in a 37 foot boat but when it is added to or subtracted from beam it means a great deal in room below and the equally important factor, the feeling of roominess. That extra foot of beam is important, but still more important is something that shows in layout plans only in a couple of thin and obscure lines; its the fact that in the Explorer every inch of her liberal beam is usable throughout the whole height of the cabin for she's of the raised 'midships deck type. This means either that the topsides are carried all the way up to the top of the cabin trunk or that the trunk is carried out to the rail, depending on how you look at it.

This feature contributes more room over and around the berths, more locker space in the galley, and a toilet room that gives the impression of being as large as it should be rather than just big enough to get by. It provides plenty of height and space for upper berths and in a dozen other ways it provides more room below decks. Most important of all, however, is the feeling of space and comfort; all this without any sacrifice whatever below. The fact that the deck carlins are continuous and unbroken all the way across provides added strength and stiffness and large knees and an extra husky clamp are worked into the Explorer without loss of otherwise valuable space.

The 37-foot Alden Explorer has loads of room both below and on deck and a draft of only 3′ 8″





Left and Right — Lockers and shelves are on all sides in the Alden Explorer and yet the living and stretching space is high and wide

One of the theoretical and often quite practical objections to centerboarders is the fact that the centerboard trunk cuts the cabin in two and is constantly in the way. The Explorer is too small and too shallow a boat to get around this by keeping the trunk and the board below the floor but still it impressed us as being more handy than objectionable. You can get around it easily at both ends and the passageways alongside it are adequate. When you consider that during at least two-thirds of the time the cabin is being used, a table is helpful if not absolutely necessary, the fact that the Explorer's centerboard trunk provides a long one with three choices of widths is all to the good. We're thinking of navigating, eating, gabfesting and even sleeping.

On deck the biggest single feature seemed to us to be the unusually large cockpit and the bridge deck which makes it a four sided meeting place. The Explorer carries her beam well aft and it is used to excellent advantage both on deck and in the engine room and lazarette below.

The raised deck construction, of course, leaves her without much of a rail amidships, but there's loads of space to stow a good sized dinghy, and that's quite a problem on many a small auxiliary, and the lack of rail amidships is partly offset by a deep well deck forward for handling and stowing ground tackle, and plenty of rail aft.

Her 614 square feet of sail is some 30 feet more than that of the Coastwise Cruiser and considering everything the Explorer should run and reach just as fast as the Coastwise. To offset any lack of windward ability the Explorer is powered with an extra powerful engine, a Gray 4–52 producing some 40 horsepower at 1800 r.p.m. and driving the boat like a motor sailer at 7½ to 8 honest miles per hour.

There are many other features of the Explorer deserving mention, the large icebox, the gimbaled stove, the many wide deep lockers, the Ratsey sails and the simple but adequate and fine quality fittings for handling the sails and the centerboard. Finally, there is the shoal draft, it's only 3′ 8″ but that is a story in itself to the thousands who have found whole sections of the coast, many of the most attractive harbors and half the fun of cruising closed to them because their boats are too deep. The greater accessibility of piers on waters with considerable rise and fall of tide is another point in favor of shoal draft even on waters usually thought of as deep.

MACK OFFERS TWO MARINE DIESELS

GENERALLY speaking, a Diesel engine to be successful in the modern yacht field must deliver its power at a moderate number of r.p.m., must be relatively smooth and vibration free, must be compact in size and dimensions and, as Diesel engines go, light in weight. Flexibility, low idling speed, and minimum bearing shock are also important considerations.

A brand new Diesel has just been announced which has every appearance of fitting the above picture very nicely. Being a product of Mack Trucks, Inc., it has the added advantage of a well known and thoroughly respected name and representation through an extensive system of factory branches at 28 tidewater and 14 fresh water ports where service and spare parts may be obtained.

The Mack Mariner Type Y is a six-cylinder engine of 519 cubic inches displacement and produces 120 horsepower at a governed speed of 1800 r.p.m. With a total weight (including the fresh water cooling system) of 2400 pounds, the weight per horsepower is 20 pounds, reasonable enough for a medium powered Diesel.

The engine operates on the full Diesel cycle and employs the well known Lanova combustion system. It combines high specific output for continuous duty with low fuel consumption. Moderate peak pressures, compression ratio and injection pressure all contribute to smooth operation and minimum bearing shock. These are characteristic of the Lanova system of combustion control. In everyday language this means a quiet, vibration free engine.

Injection is at 1700 pounds pressure from a Bosch multiple-unit injection pump with non-clogging single orifice, closed type pintle nozzle and regulated by a centrifugal governor affording positive control of idling, running and maximum speeds and affording positive prevention of racing. Fuel is filtered through three filters of progressive fineness before reaching the injection pump.

Full pressure lubrication is effected by a large gear pump maintaining a steady pressure of 55 lbs. and oil temperature is maintained by a built-in cooler. Valves and valve seat inserts utilize thoroughly proven modern alloys of exceptional hardness and heat resistance.

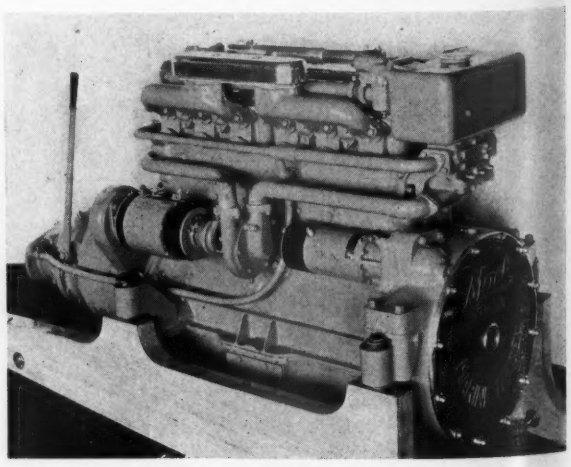
A single casting of heat treated high nickel-chromium semi-steel comprises the block of six cylinders. Cylinder heads are in two blocks of three each, retained by no less than forty husky studs. Connecting rods are long and their lower ends are split at a 35 degree angle to accommodate large crankpin journals and yet allow removal through the top.

One of the finest things about the Mack Mariner is the fact that a fresh water cooling system is installed as part of the engine rather than as an accessory. Engine builders and owners alike are apparently becoming more and more convinced of the wisdom of keeping salt water, sand, mud and grit entirely without the circulating systems of precision built engines. The Mack engine uses a Harrison heat exchanger and jacket water is circulated by a centrifugal pump with a bronze rotor and monel metal shaft. Precise control of jacket water temperature is one of the objects and accomplishments of the closed system of cooling. A thermostatic valve between the cylinder heads and the expansion tank maintains jacket water temperatures within a few degrees of the predetermined optimum. Sea water circulation starts at a water intake connection at the oil cooler.

All auxiliaries are directly gear driven, no chains or belts being used. The generator is 32 volt, with 175 watt as standard and up to 750 available. Rigid mountings are standard but the rubber in shear type are available if desired. The standard transmission is a Joe's double clutch with full speed reverse. Reduction gears with ratios of 1½:1 to 3:1 are also available.

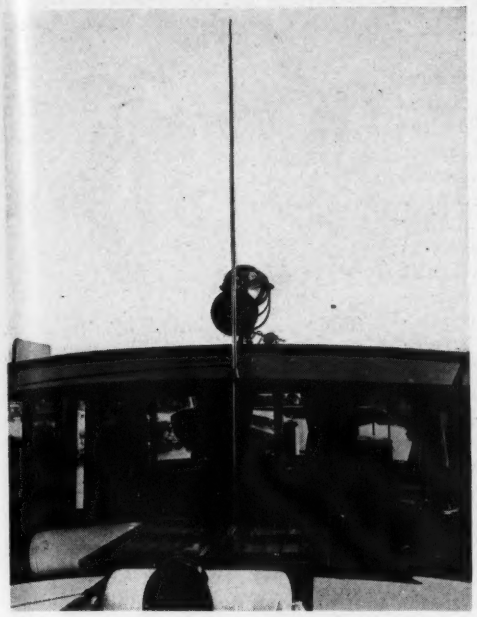
The overall length of the Mack Mariner is 73¾″, the width between mounting centers is 30″, the height above the shaft is 28⅞″, and the depth below it is 11¼″.

The second Mack Mariner is the Type W, designed primarily for work boat service. Basically it is the same engine but more fuel is fed into it to produce a top governed speed and shaft horsepower of 100 to 1800 r.p.m. The Type W uses a Twin Disc clutch and reverse gear with full speed reverse and has six point suspension. Its total weight is 2750 pounds.



Left — the 42-foot charter fishing boat, "Juliana," on which one of the first of the new Mack Mariner Diesels has been installed. Right — the new engine which produces 120 hp. at 1800 r.p.m.

MARINE RADIO TELEPHONY COMES OF AGE



Left. A collapsible monel antenna which can be extended to 25 fe et. A high antenna is most important in obtaining maximum range. Right. A Jefferson-Travis Marine Radio telephone as installed on a Dawn Cruiser

ABOUT two years ago when radio telephone equipment for yacht use was being brought to public attention for the first time, installations were few and far between, probably amounting to no more than a few dozen the country over. The equipment was very costly and practically nobody had any idea what it consisted of or what the subject was all about. During the last two seasons both the number of telephone equipped yachts and the manufacturers of radio telephone equipment have been increasing in what approximates geometric progression.

Today there are about 2000 boats equipped with two-way radio telephone equipment at least two-thirds of which are yachts, the coasts are dotted with receiving and sending stations operated by the Bell System and independent companies (on the Great Lakes) and hundreds of messages are being handled every day. In some yachting centers such as Southern California and among the off-shore fishing fleet of the south shore of Long Island and Northern New Jersey telephone equipment has gone well beyond the gadget and luxury state and is now considered as essential to a completely equipped yacht. The number of coastal harbor sending and receiving stations has been constantly increased so that at present the home ports and usual cruising waters of over 95% of U. S. yachts is within convenient range of at least one of the stations. Possibly most important of all, the cost of the equipment has been brought down so that the majority of outfits being installed today cost between $200 and $300. While increases cannot go on indefinitely in geometric progression there is no sign of a slackening of the pace as yet. As far as number of installations is concerned, the Pacific Coast is still in the lead with about 700 yacht installations, but the Atlantic seaboard from Boston on around to New Orleans is fast overtaking the westerners after a slow start and now has over 500 telephone equipped yachts.

Various subsidiary companies of the Bell System are now operating ship to shore telephone stations attended by a marine operator 24 hours of the day at Boston, New York, Norfolk, Miami, New Orleans, Los Angeles, San Francisco and Seattle. Additional Bell system stations are under construction or awaiting Federal Communications Commission approval at Charleston, Tampa, Galveston and Astoria, Oregon. The Great Lakes, too, are well covered and served by independently operated stations but since the setup there may be considerably revised in the next few months these stations are not indicated on the chart below. By means of land line connections, from the shore stations any telephone equipped yacht can talk to any telephone ashore. According to the New England Telephone and Telegraph Company over 300 different yachts completed telephone calls to home and office through the Boston station during the past season. New York is much the busiest station of all.

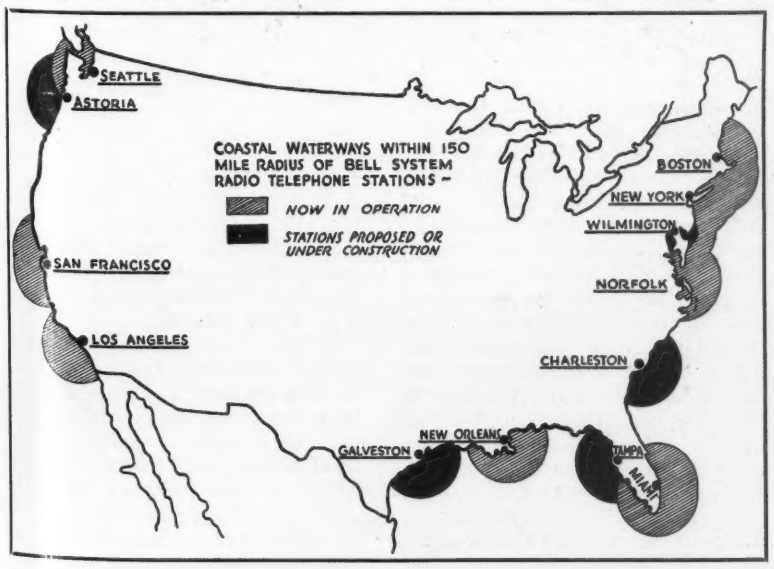
Without going into the technical intricacies of wireless, radio telephone equipment consists essentially of separate sending and receiving circuits usually combined in a single cabinet which may occupy as little as two-thirds of a cubic foot of space. Both the sending and receiving frequencies are crystal controlled to work on only the desired wave length. The only difference between making a call over a radio telephone and the ordinary dialless hand phone is the medium of transmission. On a telephone equipped yacht you merely switch on the set and thus put your transmitter on the air. After calling and establishing contact with the marine operator (a Coast Guard station or another telephone equipped yacht), the only difference is the necessity of shifting from transmitting to receiving. This is accomplished either by turning a switch on the instrument, by a special radiotelephone handset with a "press-to-talk" switch in the handle, or, as in the most elaborate Western Electric and Radiomarine equipment, merely talking into the handset cuts out the receiver and puts the transmitter on the air.

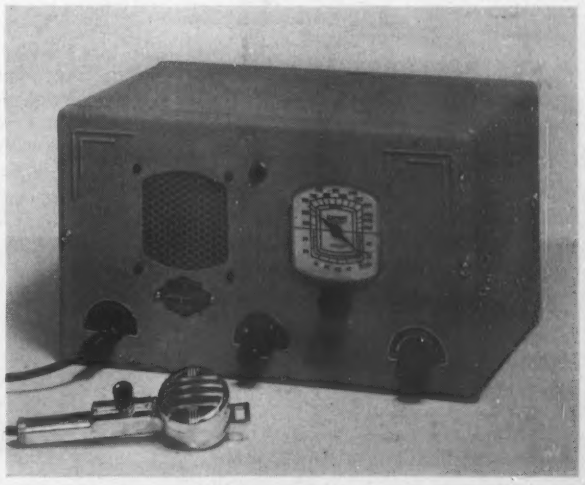
The big problem is knowing when an incoming call is awaiting your boat. The most highly developed method is a selective ringing device whereby each yacht using it is assigned a number which can be dialed over the air by the shore station and rings a bell aboard. Selective ringing equipment is available with the larger Western Electric, Radiomarine and Jefferson-Travis outfits but since it costs as much as a complete low powered set, it has not been widely used. The other alternatives are a loud speaker as part of the equipment which stands by with the receiver to monitor incoming calls, or for the yacht to call the shore station at intervals and ask if there have been any calls for the boat.

The equipment available today varies from 5 to 100 watts output. For the smaller sets the vessel's regular 6, 12 or 32 volt direct current supply is all that is required and the power drain has been brought down lower and lower. Some of the smaller sets draw only 3 amps. when receiving and monitoring calls and 6 amps. for transmitting.

The question of range is decidedly complex and varies so greatly with a dozen or more factors that some manufacturers have stopped talking about range altogether. To widen the range over which incoming calls are received by the shore stations several of them have unattended receivers connected by land lines to the main station and located at various points in the area served. For instance, the Boston station has a receiver at Newport, the New York station has receivers at Bay Shore, Port Jefferson, and Port Washington, L. I., the San Francisco station has a receiver at Monterey, Cal., etc. Under fair to good atmospheric conditions and with a good installation vessels within the shaded areas on the chart below should be able to work satisfactorily with the shore stations with 15 watt equipment or larger. At night the range is usually four or five times as great.

The antenna is most important in securing satisfactory operation. The most important factor is height. On sailing craft this is easy as a wire can be run up the mast or part of the rigging itself can be used, but on power boats a collapsible antenna is essential. Jefferson-Travis has found a collapsible monel metal antenna most successful for power boat installation. Collapsed this stands only 8′ 7″ high and can be disguised behind the regular wooden signal mast. It extends to 24′ 8″ high.





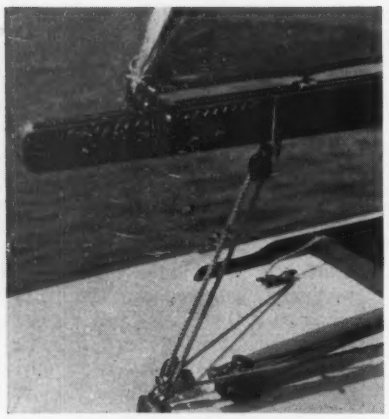
A 15 watt "Seaphone," the product of Marine Radio Service, Inc. It operates on 12 volts DC and includes a broadcast and short wave receiver

GADGETS AND GILHICKIES

AN EASILY ADJUSTABLE CLEW OUTHAUL

WHOEVER it was that invented the clew outhaul certainly made a most valuable contribution to boating gadgets. It enables the clew to be fastened down quickly and easily when making sail and its position to be adjusted according to the cut of the sail and degree of dampness of the footrope. Both of these are most important considerations if the sail is to set properly.

Now, however, we must say that the clew outhaul was all right as far as it went, for George Lawley & Son, Inc. of Neponset, Mass., have developed something new which greatly simplifies one of the jobs which had to be done with the clew outhaul, namely, pulling it out while under way to further flatten the footrope or to take up the slack that accompanies the drying out of a wet sail. The new Tamm outhaul substitutes a brass catch which takes hold on a notched strip along the end of the boom for the usual wire and rope pennant, cheek block, cleat, etc. In addition to being simpler and less expensive than the conventional arrangement, a push or a pull on the slide is all that is required to move it farther out the boom, no fumbling with the cleated pennant, no swaying, no luffing up into the wind while half the crew lumbers back into the helmsman's way to pull the foot of the sail out.



The new slide is made to fit standard 5/8" track as used on most jib headed small boats. Though it is designed primarily for use on flat-sided booms, a thin filler strip of wood makes it adaptable to round or pear-shaped spars too.

A WEATHERPROOF AND RECHARGEABLE FLASHLIGHT BATTERY

ONE of the most useful and universal bits of equipment found aboard boats is the flashlight. Every boat has or should have at least one aboard and two or three are closer to the average complement. It's well to remember, too, that the ordinary flashlight cells have a well-known propensity for burning out and often swell up and begin to disintegrate when subjected to moisture and dampness.

Here's a new gadget which strikes us as an excellent answer to the problem of keeping flashlights on the job

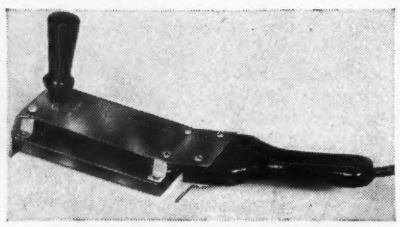
at all times. It's called the Quirk Charg-O-Matic Battery and is a true storage cell in miniature and enclosed in a specially designed spill-proof case. It is made to fit all standard flashlight cases in which two ordinary 1¼" size D dry cells are used. The case is made of transparent Lucite which not only makes it possible to see when the battery liquid needs replenishing with distilled water but also protects the battery against moisture and dampness. A cleverly designed chamber and vent arrangement and the semi-fixation of the electrolyte make the storage cell spill-proof.

One discharge cycle is the equivalent of a pair of dry cells and the Quirk Battery can be recharged outright by plugging the simple charging unit into a 110–120 volt A.C. socket, or by clipping a special charging unit to a 6-volt storage battery. The latter strikes us as the most practical arrangement for boat use as a complete charge draws only a small fraction of an ampere from the battery.

The new unit is made by the Quirk Battery Company of Highland Park, Ill. and will be sold through the normal wholesale and dealer channels.

AN ELECTRIC PAINT REMOVER

AMONG the various and sundry jobs that come under the head of maintenance and upkeep of a boat there is nothing more tedious, long, and drawn out than paint removal. The larger yards are usually equipped with some kind of bottled gas and experts thoroughly schooled in its use, but to the small yard and the owner who does his own work a major removal job often requires as much time and more effort than all the rest of the fitting out procedure. The time-worn tools are a scraper and either a blow torch or liquid paint remover. The torch is heavy and cumbersome, and calls for considerable skill in applying enough heat to remove the paint without also charring or actually burning the wood. Remover is less dangerous but mighty slow especially in the cool, raw days of early spring when many a paint removal job must be tackled.



Recently we ran across a new gadget which appears to be the answer to the prayers of the thousands who have plugged away for hours on endless paint removal jobs. It's called the Safe-Way Electric Paint Remover and consists of a heating element made of heavy duty Nichrome measuring about 3" by 6". After plugging into an electric socket this element heats up to the most efficient working temperature. A steel, square-edged scraper is mounted at the forward end under the upright handle which together with the inclined rider blade at the opposite end keeps the heating element about ¼" above the surface at all times. The scraper, of course, can be sharpened with a file or on a grindstone whenever necessary.

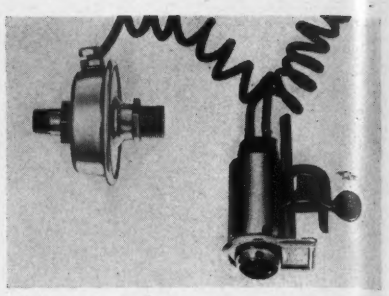
Our first impression on hearing of the Safe-Way was: "excellent in theory but rather slow in practice." In this, however, we were 100% wrong for after trying it out on thick paint and thin we found that it worked just as fast and satisfactorily as a well-regulated blow torch in the hands of an expert. The paint bubbled up and came off quickly, easily, and uniformly, without the least sign of charring or burning the wood. The Safe-Way impressed us as easier and equally as fast as a blow torch on wood and way ahead of it on the most tedious and hazardous job of all — removing paint from a canvas deck or dinghy. Unless you go off and leave the gadget sitting on your canvas there's no danger of burning it at all. It is distributed by the Dumore Appliance Co. of 149 Church Street, New York City.

A SAFEGUARD FOR THE OIL SYSTEM

IF we could analyze the various difficulties that beset marine engines from time to time we would undoubtedly find that a good many originate with troubles in the oil system; insufficient oil, too thin oil, a broken oil line, or a clogged pump are frequent offenders. Many of these troubles do not show up immediately on the usual oil pressure gauge.

Recently, however, a new gadget has appeared which gives instant warning of any trouble whatever in the oil system of the engine by means of a red light on the instrument board. It is called the UA-5 Oil System Safe-T-Eye. At the first sign of trouble, the light flickers. When the trouble becomes more pronounced the light flashes a more definite warning. If and when it becomes critical the flash becomes a steady glare.

A compact control unit is installed on the oil pump or line and connects to the instrument board through a simple connection on the ignition system. There is no battery drain. The control unit is adjusted to the safety level of the oil supply and the signal light flashes not only when the oil drops to this predetermined safety level but also if the oil becomes thin, if the pump fails to function properly, or if a break or leak occurs anywhere in the line. It will not operate when the boat turns or rolls unless there is something wrong. The Safe-



T-Eye is distributed by the J. E. Menaugh Co., 549 Washington Blvd., Chicago.

LUDLITE BORD: A STAINLESS STEEL LUMBER

AMONG the most noticeable developments in the interiors of new boats of the last few years has been the increased use of bright, shiny, easily cleaned metals in and about galleys, toilet rooms, door jambs, etc. Stainless steel, whose beauty and corrosion resistant properties are permanent is one of the best of the materials used for such service. The principal factors preventing still wider use of stainless have been its high cost and the necessity for fabrication by more than ordinarily skilled workmen with tools and methods specially developed for the job.

A year or so ago the Allegheny Ludlum Steel Corporation of Watervliet, N. Y. made available a product called Ludlite Flex which both reduced the cost and simplified the fabrication of stainless steel (18–8) surfacing materials. Ludlite Flex consists of a thin sheet of metal permanently bonded to a flexible backing material with an asphalt base. It bends like copper, cuts like tin and has been widely used.

A new material, Ludlite Bord is a development of the Flex and uses a rigid backing material made up by combining asbestos fibres, Bentonite, Portland cement and calcined magnesite. It is processed under great pressure and is bonded to the thin stainless steel facing by means of a special pressure-cementing process. It is fire proof and has high thermal insulating value. Another quality, most important to the boat owner, is that the backing material is bothered by neither dampness nor water.

The two standard thicknesses are 1/8" and ¼". The thinner panel is flexible enough to be bent 180 degrees without losing any of its flatness, while the ¼" panel is rigid enough for galley dresser tops and other moderate load bearing surfaces. Like Ludlite Flex it is available in two finishes, smooth and pebbled. The latter does not show dents or scratches and is used where surface wear of an unusually abrasive nature may be encountered. Standard panel sizes are 2' by 4' and 2' by 8'.

Ordinary woodworking and tinsmith's tools are all that are required to work Ludlite. It may be sawed to shape with an ordinary hand saw. It may be sheared as easily as plain sheet metal and drilled like hard wood. It can be nailed or screwed in place. Joints can be either soldered or welded, or finished with various sizes and shapes of stock moldings.

ESSOMARINE INSURES FUN ON ANY WATERWAY!

Mariner McSweeney *(cleaving the briny at his Indoor Anchorage, as depicted above)* is just practicing for his annual chug to Southern waters this winter. And need we mention that he's keeping his engine in the pink the Essomarine way?

Essomarine fuels and lubricants rate tops with Mr. McSweeney and the rest of the south-bound Fun Fleet. Full, clean power with every gallon of fuel. Lubrication that keeps boats away from pesky repair docks and expensive bills... seals wide piston clearances ... prevents wasteful blow-by and fights sludge like sixty!

When YOU point your bow Southward and cast off, be assured that you'll never be far from one of those popular Essomarine Signs during your cruise. The attendants at any of the Essomarine docks will be mighty pleased to give you prompt, cheerful service and the finest of marine products for your craft. Personally, we wish you good weather... and *Happy Cruising!*

Essomarine
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OILS & GREASES

The Essomarine sign identifies marine dealers selling products of the following major oil companies: Standard Oil Company of New Jersey—Colonial Beacon Oil Company—Standard Oil Company of Pennsylvania—Standard Oil Company of Louisiana—Standard Oil Company (Inc. in Kentucky)—Standard Oil Company (Ohio)—Humble Oil & Refining Company—Imperial Oil, Limited (in Canada).

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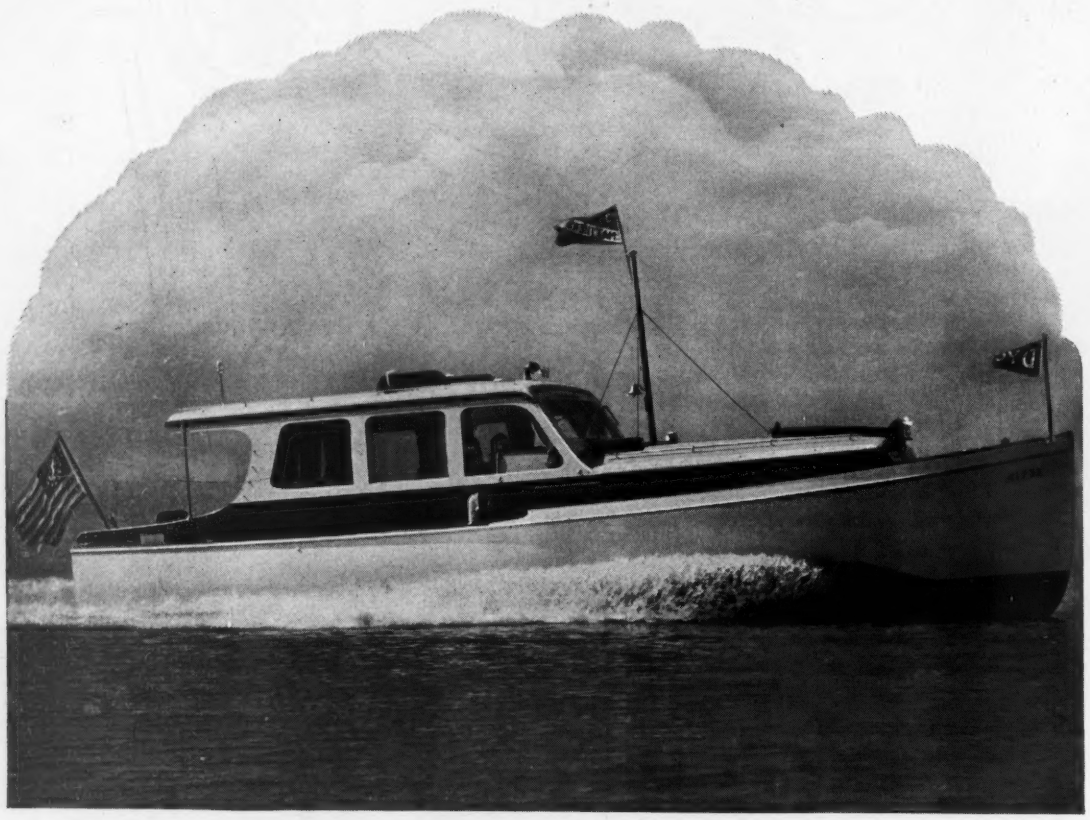
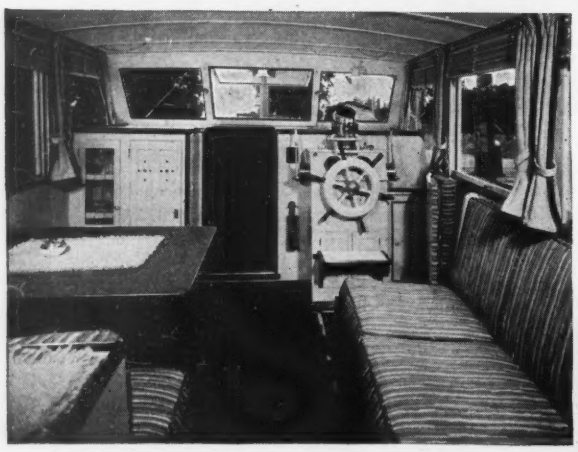


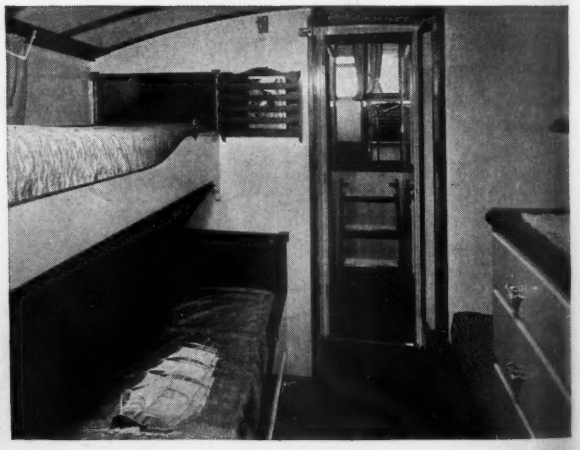
The sleek, level-running "38" DeLuxe Sedan

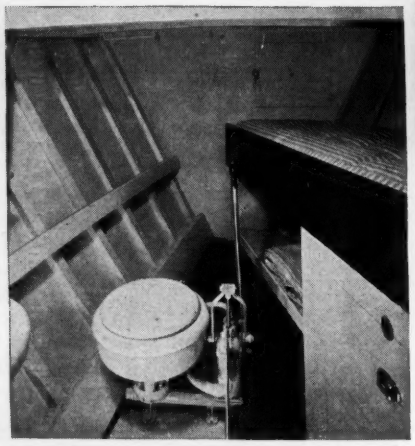
THE FINEST AND MOST ADVANCED LINE OF QUALITY CRUISERS EVER OFFERED AMERICA'S YACHTSMEN...TO COMMEMORATE FIFTY YEARS OF DISTINGUISHED SERVICE DEDICATED TO YOUR PLEASURE AFLOAT...A LIFETIME OF EXPERIENCE BUILT INTO EVERY MODEL



Above—The fresh, sparkling, cheerful styling in the deckhouse is carried out in a modern note. The new, colorful upholstery is smartly tailored...rich carpeting...everything arranged for comfort and convenience. Note the helmsman's seat with backrest that easily folds out of the way . . . vision is unobstructed in every direction. All ceilings are insulated against sun heat.

Right—The cabin in this particular plan has an upper and lower berth, toilet room, separate shower stall, settee, dresser, full-length locker and drawer space everywhere. The galley is a masterpiece of roominess and convenience.





Above—A glimpse of the crew quarters in the "38" DeLuxe Sedan. A cool, airy, extra cabin for the paid hand or the heavy snorer. Complete with toilet, lavatory, clothes hooks and lockers.

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DETROIT	*Gregory Boat Co.*
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The "46" Sedan—unmatched for beauty and luxury afloat

• You'll know the minute you step aboard the new 1940 Matthews that a new palatial luxury has been created in the light, cheerful interior. A lavish hand has given color a new meaning . . . new upholstery, drapes and carpeting have created a new conception of beauty afloat.

You'll find a great many improvements: roomier aft cockpits . . . wider and heavier fender guards . . . newly styled stemhead . . . smart, cool-looking exterior finishes . . . larger and roomier deckhouses . . . improved counter-balanced windows . . . increased locker and storage space . . . quieter and smoother operation.

You'd think such a cruiser would cost a fortune . . . yet prices are moderate considering values. However, costs are mounting higher and a price raise looks inevitable. We suggest getting in touch with your dealer or us at once while present moderate prices prevail. You'll get the greatest dollars' worth ever in the new *golden anniversary* series. *(Clip the coupon below.)*

Above —Deckhouse view of "46" Sedan showing new type dinette which makes into a double bed. Deckhouse is 12' 8" long—a huge living room with Matthews' styling at its best. Folding berth with serving table is shown at left.

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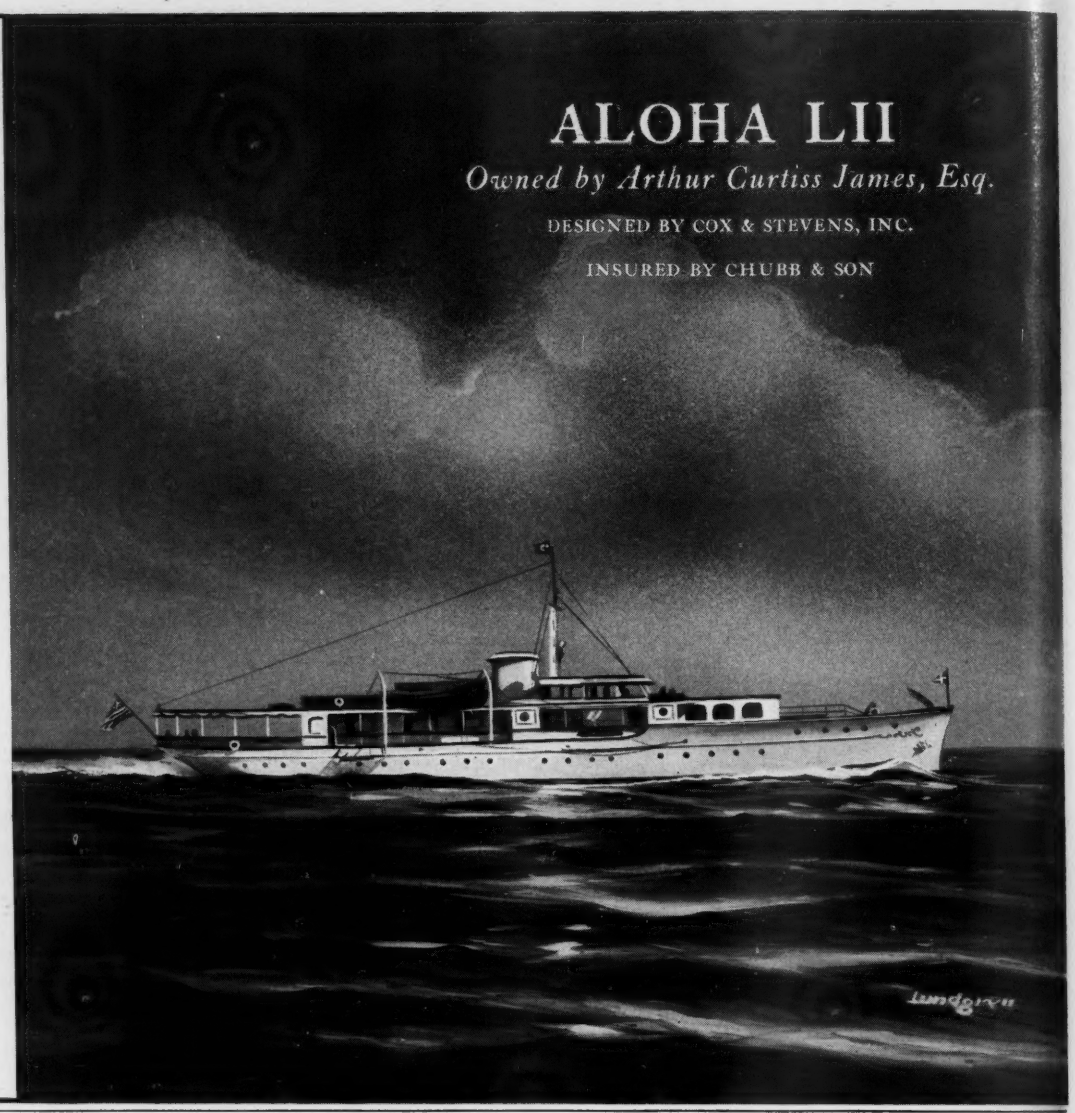


BRITISH YACHTING NOTES

SINCE writing my last month's notes, the unavoidable worst has happened and friends against whom we have competed in the finest of all sports have become our enemies. British yachtsmen may face the future with a quiet mind as there is work ahead for them to do for which their training, especially when it has been deep water training, has prepared them. They will have, too, the satisfaction of knowing that they are playing their part in the fight that the combined forces of France and the British Empire are putting up against the threat of world wide disaster.

In spite of the madness and horrors of war — or, perhaps, because of them — it is one's duty now, even more than in normal times, to maintain a sane outlook. In a letter I received recently from a friend (one of our leading yachtsmen), he said: "To help keep a cheerful morale, you and I can still think sometimes of sail boats, our favorite toys!"

In this spirit, I shall try to review some of the leading events of last season in British waters. In the first place, there can be no doubt that Mr. Vanderbilt's visit with his Twelve-Metre yacht *Vim* has far overshadowed everything else. No overseas yacht has ever achieved such an outstanding and consistent series of successes.

When *Vim* had sailed her 28th and last race on August 9th, her season's record was 19 first prizes, 4 seconds and 3 thirds, or a total of 26 flags in 28 starts. This, when sailing against the two crack "Twelves" of last season, *Trivia* and *Evaine* — which, between them, won 39 first prizes — and the four new boats, *Tomahawk*, *Jenetta*, *Ornsay* and *Flica II*, was a truly remarkable performance. At that date, Mr. Sopwith's *Tomahawk*, in 27 starts, had 21 winning flags, 6 being firsts, 10 seconds, and 5 thirds. Sir William Burton's *Jenetta* stood third, with 1 first, 5 seconds and 7 thirds in 25 starts; V. W. Mac Andrews' *Trivia* fourth, with 2 firsts, 3 seconds, and 4 thirds in 24 starts. This, by the formula which gives 4 points for a win, 2 for a second prize and 1 for a third, gives the following average in points for the number of races sailed by each yacht: *Vim*, 3.10 points; *Tomahawk*, 1.81; *Jenetta*, .84; *Trivia*, .80; and *Evaine* .75. These figures represent quite fairly the relative merits of the five based on actual performance.

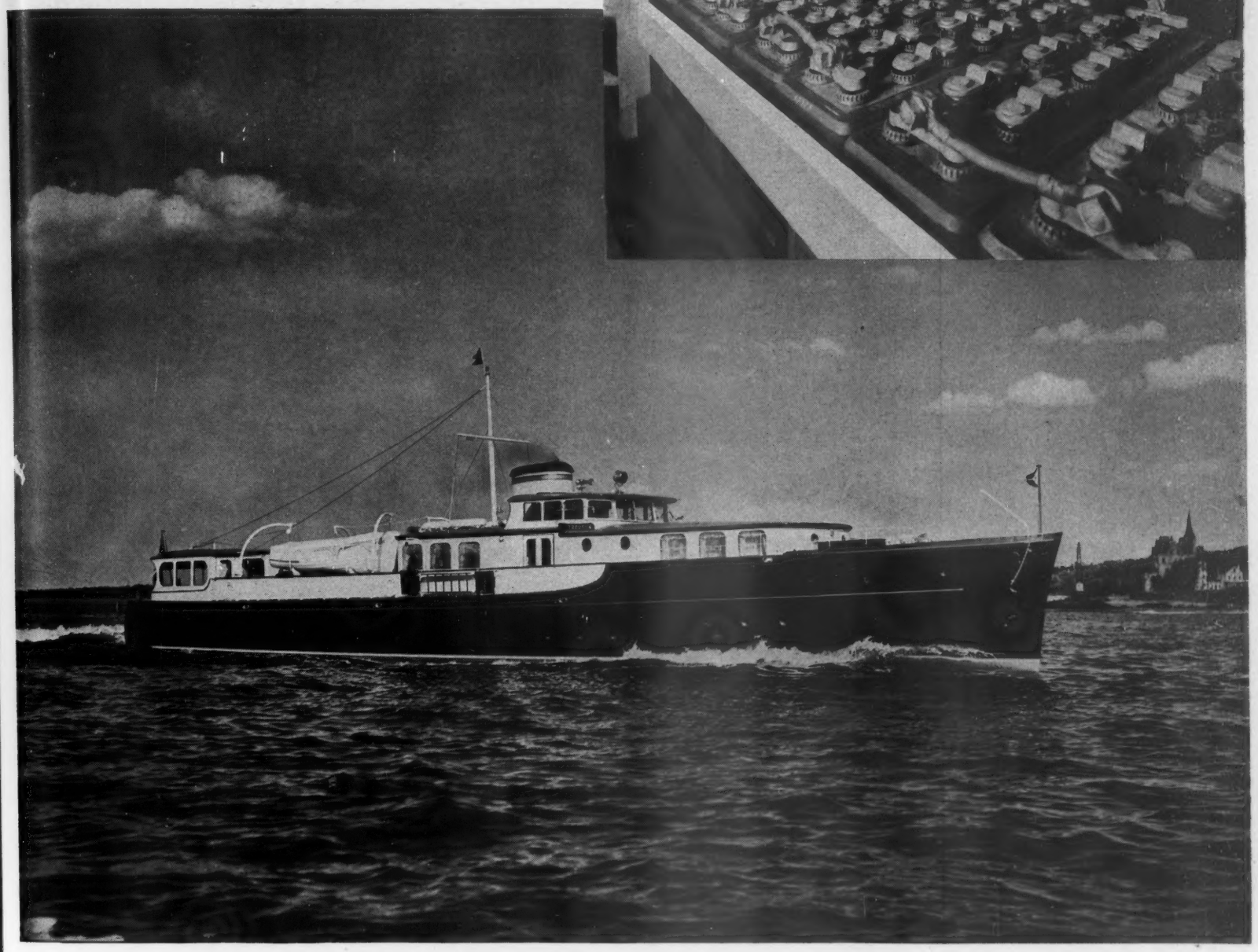
This question has been asked by many: "To what can *Vim's* outstanding success be attributed?" The general opinion expressed by those qualified to judge seems to be that hull design, rigging, mast, sails, winches and general layout, both on deck and below, are superior to ours, while her afterguard of Harold Vanderbilt, "Rod" Stephens, Briggs Cunningham and "Ducky" Endt form a stronger combination than anything we have on this side.

The Eight-Metre yacht *Iskareen*, also designed by Olin Stephens, started the season badly, being last in almost every race, and would have continued to do badly had not Roderick Stephens paid a flying visit to her and put her in racing trim. After that visit, she showed herself to be the best boat in the class. I do not know if she is entitled to take any prizes as I understand she has not qualified for her rating certificate. It is a great pity if this is so because *Iskareen* is a really good boat. I have seen both *Vim* and *Iskareen* out of water on several occasions and there appeared to me to be a strong family likeness between them but I know that it is too easy for a non-expert to be mistaken when trying to form an opinion on the relative hull forms of yachts, especially when they are of different ratings and are not in close proximity either as to place or time. For this reason, I am somewhat reluctant even to venture an opinion as to the difference in hull form between *Vim* and *Iskareen* and the English "Twelves" and "Eights," but it appeared to me that, while the American boats carry their greatest beam on load water line a little farther aft than is the case with our boats, they also have more power in the region of the mast, although their extreme ends are relatively no fuller. I should think, too, that they have a slightly greater rake to the midship section. If I am correct in this assumption, the beauty of their inner buttocks may be accounted for, while the relative fullness of the load water line in the way of the mast may account for the ability of both boats to stand up to the pressure of their big Genoa jibs when being driven hard to windward in a stronge breeze.

The series of races for the Seawanhaka Cup between the Norwegian challenger *Noreg III*, owned by Crown Prince Olaf and Rolf Svinndal (and steered by the latter) and J. H. Thom's "Six" *Circe*, the holder, which regained the Cup last year in Long Island Sound, ended after five races in the victory of *Circe*. The courses were over a distance of approximately 14 miles and were alternately to windward and return and triangular; time limit, 4½ hours. *Noreg III* had won the One Ton Cup in July and had been most successful in the Norwegian regattas, while *Circe* had come out best in the trials on the Clyde for the choice of a defender. Both are hard weather boats and two races, both of which were won by *Circe*, were sailed in light weather. The third race, in a good sailing breeze, was won by *Noreg III* and also the fourth in a fresh breeze — this time by the margin of one second. The final race went to *Circe*.

M. HECKSTALL-SMITH

"Trouper," owned by Mr. C. A. Tilt of Chicago; designed by John H. Wells, Inc., Naval Architect, New York, and built by Robert Jacob, Inc., New York. She is equipped with a 56-cell Exide-Ironclad Marine Battery.



"Trouper"

Largest power yacht built this year has an Exide-Ironclad Battery

106'9" in length over all, "Trouper" is the largest power yacht to be built in America during 1939. Naturally, she is equipped with a full outfit of electrical auxiliaries. To insure their dependable operation, she has an Exide-Ironclad Marine Battery, used with the Exide Marine Floating Battery System.

The battery floats on the main bus, is kept charged automatically, and is ready at all times to operate electric auxiliaries—the radio, electric refrigerator, water pressure system, electric toilets, boat hoists, and all lights.

The number of outstanding yachts, both new and old, which rely on Exide Batteries is proof that yachtsmen can safely place full confidence in Exide for vital duties afloat. There are Exide Batteries for large and small craft, all built in accordance with recognized marine standards. See your marine dealer today, or write to us.

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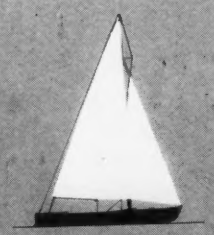
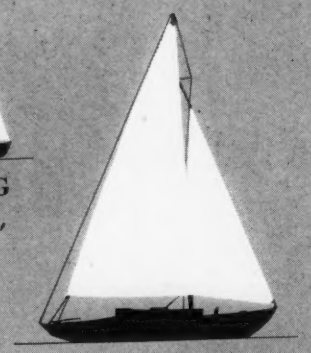
A Boat for Every Purse and Purpose



LIGHTNING
Centerboard
19′ x 6′6″ x 6″



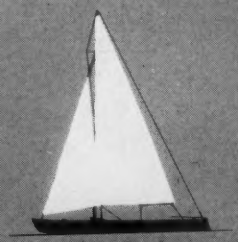
A New ISLANDER
31′3″ x 23′ x 8′5″ x 4′10″

WEEK ENDER
35′ x 27′ x 9′6″ x 5′7″

VOYAGER
44′3″ x 30′1″ x 10′7″ x 6′3″

Choice of Yawl or Cutter Rig

PRIVATEER
35′ x 24′6″ x 8′10″ x 5′3″



RACEABOUT
Keel
23′ x 19′4″ x 5′8″ x 3′4″

VACATIONER
29′ x 23′7″ x 7′10″ x 4′4″

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BOOKS FOR THE YACHTSMAN

RANGING THE MAINE COAST

By Alfred F. Loomis

(W. W. Norton & Co., New York, 1939, $4.00)

SUCCESSFUL cruising is as much a state of mind as it is one's ability to get a boat from port to port successfully, despite what the weather may hand out in fog, winds or calms. And it is the state of mind with which Alf Loomis approached, and which he apparently carried through, his "two-summer" cruise that makes his "Ranging the Maine Coast" one of the most delightful books on cruising that has come our way for many a long year. Not since the Barries' "Cruises — Mainly on the Bay of the Chesapeake" appeared some 25 years ago has anyone caught what this reviewer believes is the true spirit of cruising as has "Alf" in describing *Hotspur's* jaunt along Maine's rocky, fir-clad coast.

It is a common saying that the weather makes or breaks a cruise. Alfred Loomis dispels this theory. To him it is his shipmates, his interest in the coast visited, his tying up of his voyage with those who ranged the coast before him when there were no charts or aids to navigation, and who saw 300 years ago what he was seeing now, that made the cruise successful. Not once is there any irritation at the fog, head winds, calms, that others who cruise so often show. Instead, a cheerful (and always humorous) acceptance of what had to be met is always apparent, and even a certain satisfaction in sailing with no undue incident much of the coast without a sight of it through the fog. His philosophy concerning this only drawback to Maine cruising that so many people feel is best summed up when he says: "When you wake up and see the fog still swirling, enveloping, condensing and dripping you say, 'The hell with it. The worst I can do is hit a rock,' and you get under way. Your course lying to the eastward, you find that once you have left the river you can put all dangers on your port hand. . . . The thought may occur to you that if you keep on leaving all dangers to port you will never see Maine again, but this thought is unworthy. By midday one of two things will happen. Either the fog will scale off, giving you brilliant sunshine and a panorama of hills and islands that is breathtaking, or the fog won't scale off and you'll proceed to make an anchorage anyway. This is done by selecting from the chart a likely harbor marked at its mouth by a bell or whistle and steering for it. If you enter the harbor without mishap you are so pleased with yourself that it will be advisable for friends to avoid you for a while. If you do not find the entrance there is nothing I can do for you from this distance."

Alf Loomis's historical interest in the coast is, as might be expected, largely with its early explorers and those seafarers who ranged, fished or settled it for their own or their country's profit. They were a hardy breed, and they have left to this day their imprint on the coast. And this background blends perfectly with the cruise that is here described that takes *Hotspur* from Kittery to Eastport and return.

If "Alf" has caught the spirit of the coast, so also has Edward A. Wilson whose drawings so fittingly illustrate the book and whose chapter headings and outlined charts add much to the interest of the reader. Those who have ranged the coast themselves will undoubtedly recognize the locale of many of the illustrations.

The whole is a fine piece of bookmaking and fully deserves to win the author a whole new suit of sails for *Hotspur*. H.L.S.

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CAPE HORN

By Felix Riesenberg

(Dodd, Mead & Co., New York, $5.00)

IT SEEMS surprising, now that Felix Riesenberg has thought of it, that no one has done such a book as this before. Much of the material in "Cape Horn" is familiar enough — the magnificent stories of Magellan and Drake and John Davis and the rest of their immortal company. Here, however, in a book of imposing size and beauty they are linked with the stories of a hundred other adventurers who battered their way through the storm-swept seas at the bottom of the world. This is the saga of the Cape itself, or rather of the challenging archipelago stretching from Horn Island to the mainland of the American continent. Probably no other spot on earth has compressed into 400 years of history so amazing a record of heroic and disastrous adventure as this to which Captain Riesenberg refers with salty affection as "our old Cape Stiff."

Captain Riesenberg has borrowed with both hands from sources public and private. Here is the story of the Dutch expedition under Schouten which resulted in the discovery and naming of Horn Island, of Sarmiento

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St. Petersburg is the natural and logical port for yachtsmen cruising Florida's West Coast. Facilities are complete . . . three splendid yacht basins right in the city's front yard, water, electricity and phone at your pier, supplies delivered direct, 24 hour courtesy and reasonable dockage fees. Tampa Bay and nearby waterways offer wonderful cruising, fishing, bathing and unusual tropic scenery. Here too is a happy, congenial group of yachtsmen enjoying the best of yachting pleasures. St. Petersburg hospitality is famous for its warmth and genuine interest in your welfare. For general vacation booklet write G. R. Neal, Chamber of Commerce.

Harbor and dockage information from: Capt. G. B. Roberts, Harbormaster; or, A. E. Strum, Exec. Sec., St. Petersburg Yacht Club.

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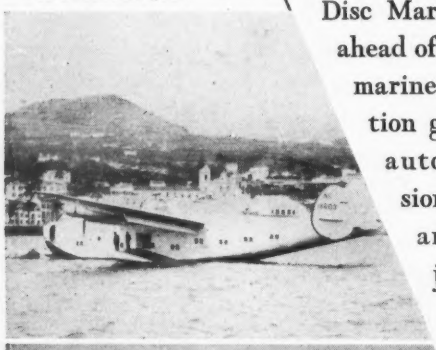
Maneuvering a supply boat up to a hydro-plane means having your power completely in hand . . . under positive control every minute. ℐ A 100 hp. diesel and an MG-100 Twin Disc Marine Reverse and Reduction Gear give the Panair V-A this flexibility for easy and positive maneuvering...the assurance of all the engine's power completely under control. ℐ The "full-power-in-reverse" feature of Twin Disc Gears is insurance against the need for a quick slow-down. The easy-to-shift, smooth flow of the gears from "Forward" through a positive neutral to "Reverse" is controlled by one lever. File hard gears, over-size friction clutches and ample lubrication assure that these features will be maintained . . . permanently. ℐ If you are unfamiliar with modern Twin Disc Reverse and Reduction Gears, ask one of the nationally known engine builders to demonstrate them . . . tell you why Twin Disc Marine Gears are as far ahead of the old conception of marine reverse and reduction gears as the present automobile transmission is ahead of the ancient "puddle-jumper."

This new 52' tanker Panair V-A refuels the Trans-Atlantic "Yankee Clipper" in the Azores. Boat is propelled by a 6-cylinder Cummins Diesel, equipped with a Model MG-100 Twin Disc Marine Reverse and 2.8 to 1 reduction gear.



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and Cavendish and the epic voyage of Anson, of the "scientific sailors" bent on exploration rather than conquest, of the cruise of H. M. S. *Beagle* and the woes of Captain Fitzroy, who brought some of his Fuegian natives home to England. There are extracts from Dana and Melville and an account by the author of his own rounding of the Cape in the ship *A. J. Fuller*. The whole is illustrated with photographs and maps of admirable clarity and detail.

This erudite seafarer knows what he is talking about and writes with a lusty feeling for the dramatic values of his theme. I do not doubt that historians will find some of his analyses oversimplified and emotional. But there are plenty of points on which Captain Riesenberg can correct the historians. He is at his best in technical discussions, in his examination of the work of the early cartographers and navigators, in his reconstruction of the rigging and outfitting of Magellan's ships and their probable sailing qualities. The bit he likes best himself, and presents with the thrill of authentic discovery, is his identification of Burnham Bank with Elizabeth Island, the mysterious haven where Sir Francis Drake anchored. It is Captain Riesenberg's theory, after painstaking plotting of Drake's course and making due allowance for the easterly set of the Cape Horn current, that the island — possibly destroyed by volcanic action — is identical with the shoal discovered by Captain Burnham in 1885. The conjecture is an interesting one, and seems extremely cogent as presented here. M.W.

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BLUEJACKET

By Fred J. Buenzle

(*W. W. Norton & Co., Inc., New York, 1939, $3.00*)

THIS autobiography is not only the self portrait of a man in the United States Navy, but a panoramic view of that institution in its transitional stage from sail to steam. The author enlisted in 1889 and served the first weeks of his apprenticeship in the receiving ship *St. Louis*, "part frigate, part cowbarn . . . an unseaworthy and noisome relic" left over from the Civil War. His first cruise was in the double-topsail corvette *Portsmouth*, whose record antedated even the Mexican War, and his next transfer took him to the sloop of war *Lancaster*, which had auxiliary power, but whose sails provided her chief means of locomotion. In her the young apprentice sailed to China, and from her he was paid off at the expiration of his first enlistment.

The author's second "hitch," which followed hard upon two years ashore in China, gave him a cruise as ship's writer in the full-rigged ship *Monongahela*, and then inducted him into steam, again as ship's writer, aboard the newly commissioned cruiser *Brooklyn*. It was an unusual switch — from seaman to yeoman — but the Navy was changing too. Deprived by circumstance of the sticks and strings of a sailing ship, Buenzle's chief interest veered to the pothooks and dashes of the shorthand system. Successive assignments took him to the top of his chosen ladder, and from this eminence, as clerk to Admiral Sampson, he stood on the bridge of the flagship *New York* and participated in the Battle of Santiago.

So much for the bare record of the author's varied and interesting life. His yarn is embellished with exceptionally amusing anecdote, and is told with such an attention to detail that in his preface Felix Riesenberg is inspired to say, "This is the first adequate personal story of our Navy since Herman Melville, a foremast hand on the frigate *United States*, wrote his 'White Jacket.'" It is written with the bias of an enlisted man (which is all to the good) and so will not be fully enjoyed by readers whose bias runs the other way. But it is written by the man who more than anybody else inculcated the affection and respect with which America now regards its Navy sailors — and it is worth one's while to read "Bluejacket" if for no other reason than to discover how Chief Yeoman Fred J. Buenzle, U.S.N., brought that about. A.F.L.

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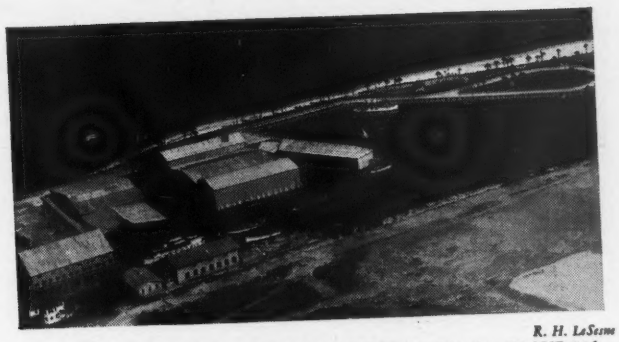
Robinson Builds Smaller Stock Cruisers

THE Robinson Marine Construction Company of Benton Harbor, Michigan, builders of the Robinson Seagull all mahogany and custom yachts and cruisers have recently announced the construction of a production line shop to be used in building 30, 32 and 34 foot stock cruisers.

Several of the 30 footers have already been completed. They are an enclosed cabin model with accommodations for four, toilet room, galley and large cockpit. A Sport Fisherman and a Flying Bridge Fisherman are now under construction. Single or Twin motor installations are available with Chrysler or Kermath engines.

NOW—THE REVISED EDITION—
Gulf's "Harbors of the South"

DAYTONA BEACH, FLORIDA



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Full Marine Service—White Gasoline, Diesel Fuel, Water, Ice, Etc.

LOCATED about 2000 feet south of South Bridge, West Side of Intracoastal Waterway. Eight foot dredged channel 1900 feet to boat basin, entrance marked by red flashing buoy. Boat basin provides fifteen acres of protected water 8 feet deep. Over half mile dock space. Shop buildings made of stone, steel storage sheds electrically lighted and with fresh water for each boat. A feature of the yard is the Officers Club House containing lounging rooms, card rooms, showers and other conveniences for the paid yacht crews. A recreation building for sailors is nearby and contains pool table, card rooms, reading and writing rooms, showers, etc. Special attention is paid to the comfort of owners and guests with rest rooms installed in the manager's house.

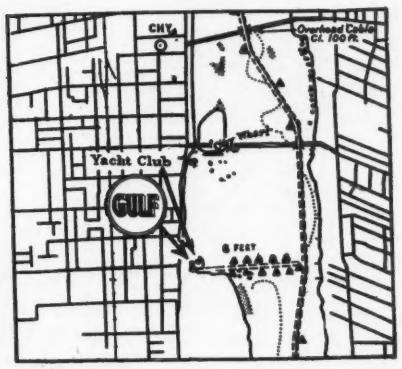
MODERN MACHINERY and skilled mechanics give assurance of rapid repair work on any type of yacht. Special Diesel engine testing equipment recently installed.

CHARGE FOR DOCKAGE. Free dockage first week, 1 cent per foot per day thereafter.

FOR SERVICE INFORMATION, or reservations, phone 856, ask for Manager M. L. (Buster) Chadwick.

* * *

A compass, like everything else on a boat from binnacles to paint, must be specially designed for the sea! That's why it's news, that now at last there's a gasoline too, made exclusively for the sea —Gulf Marine White Gasoline!



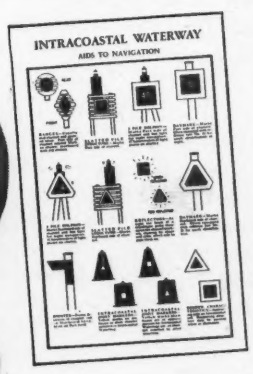
SPECIMEN PAGE from "Harbors of the South"... less than actual size. Note completeness of information.

Free—An Invaluable Aid for Yachtsmen—Gives Complete Data on Southern Harbors

LAST WINTER yachtsmen by the thousand were delighted when they saw the first edition of "Harbors of the South." It seemed hardly possible that such a complete and recent compilation of cruising information could be available to them without cost.

Of course, the demand for "Harbors of the South" far exceeded the supply. The first edition was exhausted in no time. This month Gulf is issuing a new and revised edition. It contains dozens of pages of anchorage reports, repair facilities, maps, where to fish and play golf, where to go for supplies, and many other items all brought up to date. A new feature is the Gulfpride Lubrication Chart, giving recommendations for all marine gasoline and Diesel engines.

"Harbors of the South" ranges from Cape May, N. J. clear around to Brownsville, Texas . . . covers the Inland Waterway. For your free copy, send a letter to Gulf Marine Service, Room 3800, Gulf Building, Pittsburgh, Pa.



RIGHT—The motor yacht "Onawa," plus the Gulf field organization, was used in collecting and checking the data contained in "Harbors of the South."

LEFT—Interesting to first-time users of the Intracoastal Waterways are full-color reproductions of the special buoys and markers.

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Here She Is!

"Single-Handers" for 1940 invite comparison on every point and price. The usual extras are included in their low cost. Compare with other standard auxiliaries!

1. Tried and proven in our three successful years with the same model.

2. Everdur bronze fastened.

3. Three full-length hanging lockers.

4. Radio compartment and book cases.

5. Mahogany table accessibly stowed.

6. Deck filled ice box.

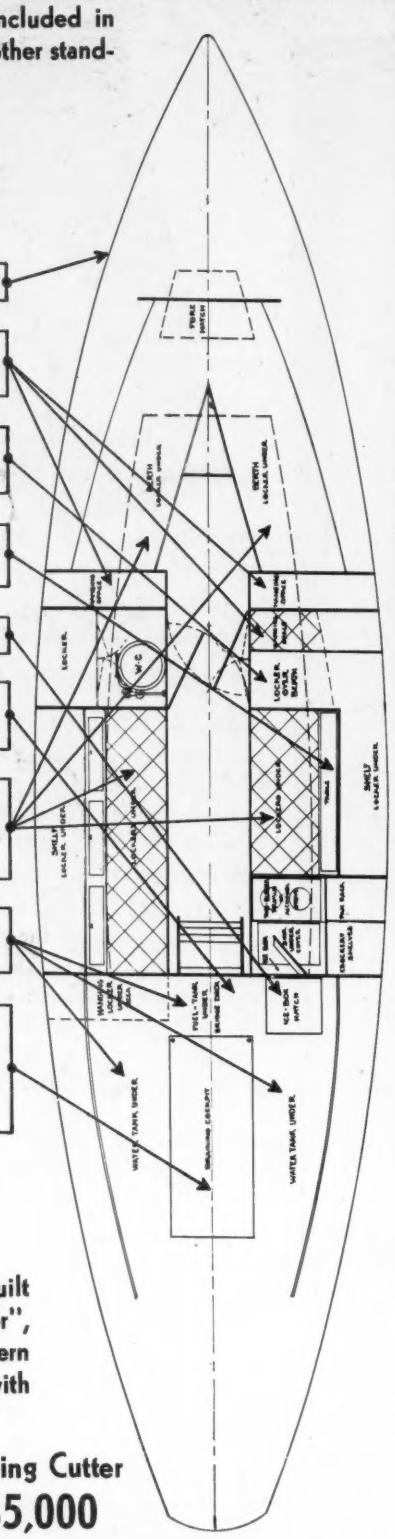
7. Safety features prohibiting gas fumes below.

8. Four full-length berths and full headroom throughout.

9. Copper tin-lined gasoline and water tanks.

10. Auxiliary on center, allowing reversing qualities impossible in off center installations.

11. Either Yawl or Sloop the rig is entirely inboard.



We are offering the finest built and equipped "Single-Hander", with the most impoved, modern interior in our three years with the same design.

Sloop	Yawl	Racing Cutter
$4,150	$4,350	$5,000

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SINGLE-HANDERS

News from Yachting Centers

LAKE MICHIGAN NEWS

By Jeannette Oates

THE Diversey Y.C., one of the newer clubs in Chicago made up principally of small power cruisers, claims the distinction of filing the first application at Washington for a C. G. Reserve flotilla. Anthony J. Caliendo, a member of the board of governors, is a moving force behind Coast Guard reserve work on Lake Michigan. Forty-eight hours later, Flotilla Number 2, consisting of boats in Wilmette Harbor, was organized. C. D. Ryan, owner of *Lady Eileen*, Chicago Y.C. power cruiser, is organizing what will be the sixth or seventh flotilla in this locality.

+ + +

Lake Michigan Y.A. activities will shift this season to Milwaukee, second largest yachting center on Lake Michigan, and will start with the annual election of officers, to be held at Milwaukee Y.C., November 4th. The L.M.Y.A., which enters its forty-fifth year financially sound and increasingly useful, will vote on the following slate of officers: Oscar R. Haase, commodore; John T. Snite, vice commodore, sail yacht squadron; Raymond L. Greist, vice-commodore, power yacht squadron; Theodore M. Dunlap, rear commodore, sail yacht squadron; Dr. O. E. Nadeau, rear commodore, power yacht squadron; Edward E. Schnabel, secretary; David Root, treasurer; Victor C. Milliken, judge advocate; Wells Lippincott, N.A.Y.R.U. delegate; Malcolm Vail, W. G. D. Orr and Victor C. Milliken, Y.R.U. delegates. Directors: Sail yacht squadron, Henry B. Babson, James Barr, Robert P. Benedict, W. G. D. Orr; Power yacht squadron, David C. Zimmerman, Durl Ruger, C. J. Peterson and A. J. Caliendo. Joseph A. Moller, retiring commodore, automatically becomes a member of the board.

+ + +

At the Chicago Y.C., the roster of officers will see few changes from the past season. The ticket headed by Karl Nibecker, commodore, Victor C. Milliken, vice commodore, James S. Kemper, rear commodore and Edward M. Railton, treasurer, remains the same. H. L. Hendrickson has been slated for secretary.

For the first time in years, the Chicago Y.C. Belmont Harbor clubhouse is closed for the winter, and all activities have been transferred to the Chicago Harbor station. This is the successful plan adopted in the past by Racine, Milwaukee and Columbia.

+ + +

A bird's eye view of the usual fall shuffle of boats includes the following sales: Bill Gillespie, of Columbia, has sold *Niobe*, 30-footer, and bought a new Chris-Craft for use in southern waters. Ross Lewis, of Milwaukee, has a new boat from Nimphius. Frederick Le B. Foote has brought the third Week-Ender to Chicago from Rochester. George W. Salm's *Svek* has been bought by S. M. Clark. The Tumlaren will return to Belmont next season. Mitchell Todd and George Hamilton are new owners of Class D dinks. The 52-foot Diesel power cruiser with auxiliary sail for Louis A. Ferguson, Jr., built at Palmer Johnson's, is ready for delivery.

+ + +

Much has been said about *Trial*, of the round bow and welded steel construction, designed by Frederick Lippold for his own use. But little has been said about her commodious and elegant interior designed by Marie Hauck. Since *Trial's* launching a few weeks ago, three sister ships have been ordered, all for Chicago yachtsmen.

+ + +

A Few End of the Season Records: . . . The Columbia Yacht Club's Commodore's Cup series went to Dr. Jay Webb Lowell's Class D *Osprey* and to John Clark's *Clear Skies* in the Universal Division. At Belmont, the Dalseg-Richter *Friendship* headed the Tumlaren Class and Eddie Schnabel's *Yankee* the "R" Class. Honors at the Great Lakes Cruising Club regatta went to Commodore Milton Friend's *Betty Bro*, Columbia flagship, and to John O'Rourke's *Shamrock*. The Sheldon Clark time prizes went to John T. Snite's *Copperhead* and to the Vail-Morton "R" *Gossoon*.

+ + +

Correction to keep the records straight: The Shipping Board Trophy was won by Leeds Mitchell in 1938 and 1937 instead of by Harry Nye as stated in last month's news.

A PANORAMA OF BOATING

J. Walter Collinge

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● Whether it's used in a sea-going tug, standing the stress and strain of heavy duty — or a fleet outboard rig that turns on a dime . . . SUPER-Harbord meets the most rigid requirements of strength, safety and endurance for marine construction. The exclusive patented manufacturing process used in making SUPER-Harbord fuses the plies together more solidly than a single board—producing a balanced plywood positively guaranteed against ply separation due to moisture or any weathering condition. It adds definite strength in boat construction—reduces weight and bulk, materially lessens labor costs, is ideal for planking, decking, interior uses, etc., in crafts of all kinds. When used for planking, SUPER-Harbord produces an almost seamless hull, practically leakless and puncture-proof. It is toxic to marine borers and inhibitive to rot fungi.

SUPER-Harbord for boat construction comes in fir, redwood and lauan; stock panels up to 5 by 12 ft., thickness from 1/8 to 1-3/16 in., larger and thicker to order. The name "SUPER-Harbord" is branded on the edge of each panel as definite protection against substitution . . . insist on it by name at lumber and supply dealers (warehouse stocks in principal cities)—or write us direct.

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COMET COMMENTS

By Malcolm D. Lamborne, Jr.

THE latest fleet of Comets to take hold in Florida waters is at Jacksonville, home port of the St. Johns Sailing Squadron, with William Quay of that city as leader. The St. Johns club, another of those groups with a variety of racing craft few of which are of any particular design, has adopted the Comet and by the time the winter season in the South is under way they are hopeful of a full fledged fleet. The boat also has put in an appearance at the Sands Point Yacht Club as well as St. Augustine.

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Since the publication of the Comet Class handbook six new fleets have been issued charters, bringing the total to 62. They are: Sunset Fleet, Wildwood Crest, N. J., Walter Simmons, captain, Ethel Winsch, secretary; Dutchman's Point Fleet, Barnegat, N. J., Albert Lockley, Jr., secretary; Fair Haven Fleet, Fair Haven, N. Y., John R. Phelps, captain, Dr. Joseph M. Riley, secretary; Absecon Island Yacht Club Fleet, Margate City, N. J., Joseph Bartlett, captain, Allen B. Endicott, secretary; Shennecosset Fleet, Groton, Conn., Sally Maynard, captain and secretary; Otisco Fleet, Marietta, N. Y., W. Dexter Wilson, captain, R. G. Ellis, secretary.

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Comets, one of seven classes which competed during the summer under the Yacht Racing Association of Lake Candlewood, Conn., were led at the season's close by T. Eliot with 7,782 points. Close behind was George Shepard, totalling 7,472. Ray Tolles and Sandy McLean placed third and fourth with 4,096 and 1,228 tallies, respectively.

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Potomac River Comet skippers at this writing were still in the opening session of their fall series which is sponsored by the Potomac River Sailing Association. The opening race early in October, originally scheduled as a double-header, was plagued by light airs and calms, and only five of the ten starters finished even a single-lap course. Remarkably fast in this type of going, the *Robert E. Lee*, sailed by Clarke and Cushing Daniel, won by nearly six minutes. Second was Ernest Covert, in *Scandal*, and third, Leslie Wright with *Arcoiris*. Col. H. H. Jacobs, who has chartered D. Verner Smythe's *Sassy Too*, now of Fairfield, Conn., was fourth.

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Nat S. Kenney, formerly in charge of the energetic junior fleet of the Gibson Island Y.S., is forming a Comet fleet there, long a stronghold for the little LJ's and Stars. Yachting fathers have just about decided that racing youngsters require an intermediate boat between those little knockabouts, which, incidentally, were designed by Comet Designer Lowndes Johnson, and the Stars. They believe the Comet is the answer and, as a result, a local builder is preparing to construct a number.

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Gene Scharf, in his *June Bug*, won the opening race of the Indian Landing Boat Club's fall series on the Severn River, near Annapolis, Md., last month. Jim McNamara was second and Fred Obrecht, with *Fobrex*, finished third. The fleet's two leaders, Commodore Bob Welsh and young Bill McKelway, became involved in a foul during the light going and both withdrew.

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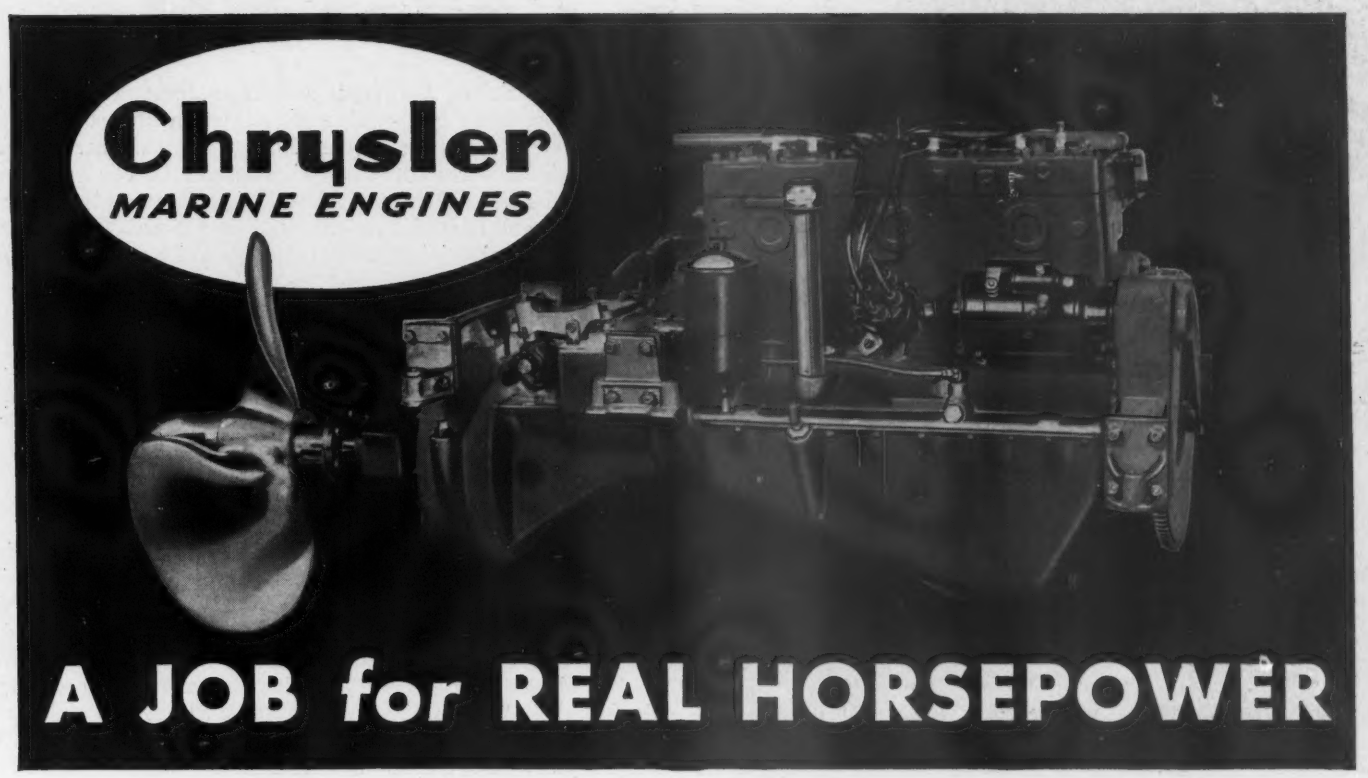
The Mid-Winter Regatta of the Comet Class will be sailed next year at San Juan, Puerto Rico, February 2nd, 3rd and 4th, 1940. It will be sponsored by the Club Nautico of San Juan, under the leadership of Commodore Luis Santaella, who did such a grand job in running the event last February. Arrangements have been made whereby contestants, and their boats, can leave New York on either January 25th or 27th, and return by steamer either February 11th or 12th. Any member of the class desiring information or bookings for this event should write the president of the class, Dr. John Eiman, Abington, Penna.

\+ + +

The Delaware River Y.C. Fleet, to which this year's champion, Bob Levin, of Beverly, N. J., is accredited, has relinquished its rights to hold the championship next year on the Delaware River. This leaves the selection of a locale for next year's event up to the executive committee. Any club wishing to sponsor the races in 1940 should communicate with the Class Secretary, Rodney T. Bonsall, P. O. Box 2168, Philadelphia. Only those clubs whose waters allow an open course of one and one-half miles to a leg will be considered in the selection of next year's regatta.



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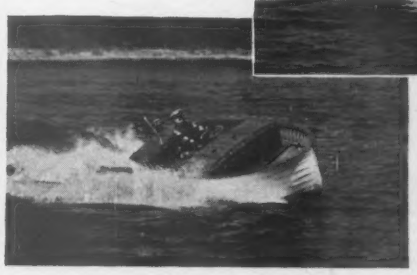
The Swankiest motor boat afloat — an ideal combination day cruiser and sport fisherman.



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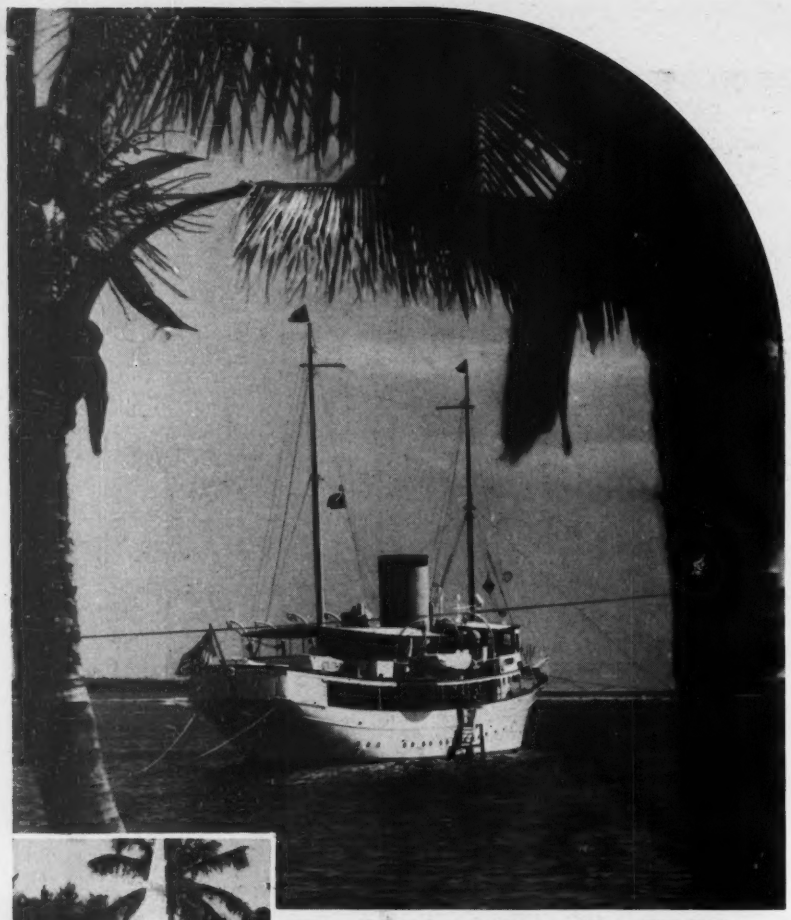

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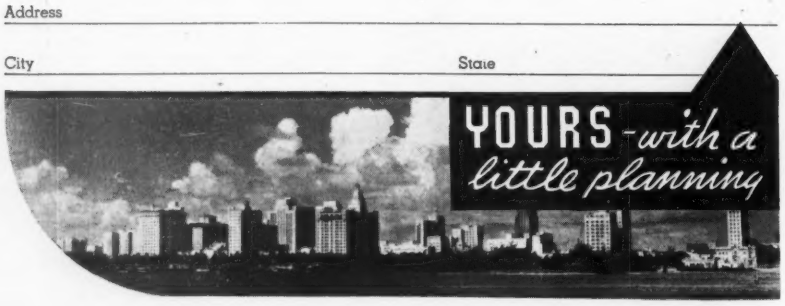

FLORIDA TRADE WINDS

By Vivyan Hall

THE Florida Sailing Association announces, through Secretary Henry S. Thompson, that a number of regattas have already been lined up for the winter season which officially opens November 11th at St. Petersburg with the Armistice Day regatta of the Big Bayou Y.C. The Palm Beach Y.C. annual will be held February 25th, the spring regatta of the Miami Y.C. on March 17th, and the Orlando Y.C. annual on March 31st. The St. Johns Sailing Squadron has joined the state group which now includes seventeen Clubs.

\+ + +

In a recent interclub team race between the Pensacola Y.C. and the United States Naval Air Station, using the combined fleets of 16 Fish Class boats, the yacht club took the match 69 to 67. The student aviators are engaging in sailing competition with increasing interest and their yacht club is fostered by the Navy Department.

\+ + +

The Palm Beach Y.C. held an intercity regatta with Miami which was so successful for the home fleet that it took four of the six events. This in spite of the presence of Aleta Van Sant, former national champion of the Moth Class girls in the Miami group. Sammie Lyman Vaughn still had the best of it over the Lake Worth course, sailing George Franklin's *Suds*, and Franklin himself later headed the twelve Moths. The sail area race went to John Nora's *Shalimar* while Francis Downs' *Shangri-La* took the free-for-all. Miami winners were Jack Wirt's *Slave Ship*, in the Snipe Class, and Jerry Gwynn's *Ga-Wa* in the Crickets.

\+ + +

Believing that its aims would be best achieved by increased marine activity of every sort, the Propeller Club of Tampa six years ago gave a trophy for a sailing race to be held each September. This year, sixteen boats, representing the Tampa Sailing Squadron, the Gulfport Y.C. and the Big Bayou and St. Petersburg clubs, sailed over the Big Bayou course. Del Jordan's *Hell Cat*, defending local champion, just managed to repeat though closely pressed by Huck Williams' *Rambler*, of Tampa, which took the trophy two years ago. George Spellmeyer's *Tomboy*, of Big Bayou, finished third. Jordan and Harvey Parke of St. Petersburg both have two wins on the trophy, a third giving permanent possession.

\+ + +

There is a new harbor at Melbourne, on the Indian River about 100 miles south of Daytona Beach. An entrance channel 100 feet wide leads from the intracoastal waterway to the inside basin which is 800 feet long and 400 feet wide at the narrowest part. Channel and basin have been dredged to a minimum depth of eight feet. There is about a one-foot tide at this point. Dredging the new seven-foot channel from Sarasota to Tampa Bay has also been completed. With a minimum width of 100 feet, this new passage allows many boats from the South to shorten the route to St. Petersburg and Tampa by cutting out the deeper Egmont Key channel.

\+ + +

There is a new clubhouse at Orlando which is to be opened with due formalities around New Year's. It is seven miles from town, on Lake Conway, where the club's fleet of 25 sailing craft (including eight Snipes and an equal number of Moths) has been racing during the summer. Flag officers Charles Maywald and Robert Dawson have been sharing honors in the Snipe group but now that Ray Stevens has his new *Agnes II* finished and tuned up, things may be somewhat changed. Allyn Stevens has had the best of the Moth racing.

\+ + +

One-design class racing will be featured by the Biscayne Bay Y.C. this winter, both in Class X dinghies and in the new Lightning sloops. This latter class, of which the first five are being built at a local yard for Commodore Hugh M. Matheson, Vivian L. Turner, Roy Page, Wendell Andreas and N. L. Coates, should be well suited for both bay racing and day sailing.

\+ + +

In spite of the usual precautions for defense, which must be taken by countries at war, the British province of the Bahamas is again making every effort to make travel there as simple as possible. The British Vice-Consul at Miami, L. A. Oates, has advised that yacht owners and crews may enter the ports of the Bahamas without passports or visas as long as none of them are enemy aliens.

TUF-FLEX A CLEAR BRILLIANT GLASS OF EXCEPTIONAL STRENGTH

● In windscreens . . . portlights . . . deckhouse windows . . . that's where glass has been most vulnerable to the shocks of the sea.

And that's where the new Tuf-Flex *Tempered* Plate Glass provides greater safety, greater comfort afloat.

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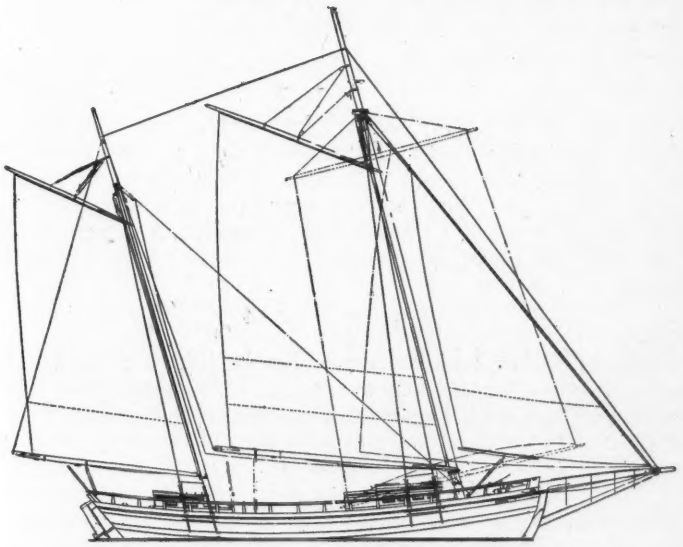
51-Foot Ketch for Extended Cruising



51'6" Length O.A. 47'3" Length L.W.L.
15'6" Beam 7'5" Draft

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"Fantome," the Hon. Arthur E. Guinness' auxiliary four-master, of the Royal Yacht Squadron, at anchor off the Seattle Y.C.

PACIFIC NORTHWEST CAT'S-PAWS

By Ray Krantz

MARVIN S. ALLYN, 1939 commodore of the Seattle Y.C., will continue at the same post in 1940, being unopposed in the club's annual election. Also unopposed, Middleton M. Chism, vice commodore, and Ray Cooke, fleet captain, retain their posts. Gardner Gamwell was elected rear commodore; E. G. Watson, secretary; M. M. Rinearson, treasurer.

+ + +

Leonard Hesse, of Seattle, is building a 40-foot fishing cruiser *Fran-Ell* at the Otto Ranft shipyard, at Seattle. She is a round bottom craft with twin 97 hp. Chrysler Crown engines with 1.43:1 reduction gears. Cruising speed will be about 12 knots.

+ + +

Recent Chris-Craft sales at Seattle by Jerry Bryant's Motor Boat Marina, include a 19-foot de luxe runabout to Miss Lillian Goon Dip; 15½-foot runabouts to W. H. Gockley and S. W. Donogh; a 17-foot runabout to Donald N. Scott; two 25-foot clipper enclosed cruisers to W. G. P. Allen and Don Hedlund; and three runabouts to Thomas G. Feek, John W. Harvey and R. A. Welsh, Jr.

+ + +

Duchess, a 30-foot Gray-powered cruiser, has been completed by the Edison Vocational School's boatbuilding classes at Seattle; her owner is Jim Chambers. The Edison Vocational School's yard for boatbuilding classes started, early in October, construction of a new 39-foot cruiser, Monk-designed, for V. C. McCloskey, of Seattle. The yard is also well along with a Monk planned 35-foot motor-sailer for Dr. H. A. Wise, of Seattle.

+ + +

Canco, an 87-foot cruiser damaged by fire, has been largely rebuilt at Seattle Boat Works, for her new owner, E. H. Kendall. *Arrow* will be her new name. Two 130 hp. Hall-Scott Diesels have been installed for power in the yacht.

+ + +

John Soderberg's 33-foot sloop *Lady Alice* won the Seattle Y.C. Tri-Island series, with two seconds and one third. She was second in the Protection and Hat Island events, and third in the Vashon Island competition. *We're Here* won the Vashon race, *Tola* the Protection Island event and *Kiletan* the Hat Island contest.

+ + +

A. A. Berry, owner of the motor cruiser *Iola* and 1939 vice commodore of the Queen City Y.C., was elected commodore of the club but, due to ill health, immediately tendered his resignation. Consequently the club held a second election on October 11th, Russ E. Fleischer, vice commodore, being scheduled to go up to the commodore's post at that session. Fleischer owns the cruiser *Shirley Marie II*. L. S. Davis is the retiring commodore of the club.

Cat's-Paws. . . . W. E. McElfatrick, Seattle Y.C., now owns *Gold Star*, 29-foot Kermath powered cruising sloop built by Major F. P. Andrews' yard from Monk designs. . . . L. A. Robinson, Seattle, has bought *Dickie*, 36-foot Trimmership cruiser with 85 hp. Lycoming, through Roy Smythe's Seattle Boat Works, which firm also sold a 26-foot Gar Wood runabout with 225 hp. Scripps to Robert E. Noel, Seattle. . . . A 31-foot Monk designed auxiliary cutter for Louis Valbert, Seattle, will be finished early next year by Seattle Boat Works. . . . J. H. Weber, Yakima, recently bought a 41-foot Chris-Craft express cruiser with twin 130 hp. engines. . . . Mike Shain and John Williams, of the Trimmership yard, have sold a 49-foot cruiser with twin Chrysler Crown engines to a Seattle buyer. . . . The Victor Franck yard, Seattle, is building a 31-foot cruiser with 6-72 Gray engine, for Alden Higlin, of Seattle. . . . Grover Tyler is the owner of a 40-foot Monk-designed auxiliary ketch building at Seattle by the Blanchard yard. . . . The F. P. Andrews yard, Seattle, will deliver, in May, a 29-foot auxiliary sloop to a Spokane buyer who will use her on Puget Sound waters before taking her to Lake Coeur d'Alene, Idaho. . . . The recent death of Frank Anderline, Pacific Coast transport pilot who was testing military planes in England at the time he crashed was sad news. Anderline owned the cruisers *Omea*, *Pamabro* and *Bromike*, in the order named, and was one of Seattle's most ardent boatmen. . . . Hugh Swartz, Seattle, recently bought the cruiser *Oseejo* from W. H. Wilcox, of Tacoma. . . . Dr. J. M. Wiley's new 37-foot auxiliary cutter *Sundra*, built by N. J. Merriman, is one of the latest additions to the Portland Y.C. fleet. She has a Kermath Sea Bird engine for auxiliary power.

MAINE COAST NEWS

By Elizabeth Cooper

THE Merriconeag Yachting Association has finished a successful season of racing with the following results: Class A Trophy, taken by the Six-Metre *Paumonok*, Templeton and Foster Cleveland, with J. P. and M. A. Thomas's *Whisper* second, and George Hill's *Asteria* third. In Class B, John Haug's *Nauta* took high honors, the Thorburn brothers' *Cinch* was in second place and Mrs. F. M. Brigham's *Hesper* third. Mrs. Marion Meisenbach, secretary of the club, reports that there is promise of a number of new boats for next season.

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This year's trophy in the Centerboard Club of Portland was won by Philip J. O'Brien's *Popeye III* with a grand total of 78 points. The summary by classes follows. Open Class, 1st Division: *Popeye III*, 78; *Kingfisher*, Nelson Benton, 65; *Willie*, Margaret and Barbara Hammons, 64; *Osprey*, R. T. Holt, 54; *Alwa*, Philip Clifford, 45; *Follie*, J. A. Noon, 44; "O" Boat, Philip Dana, Jr., 40; *Crusoe*, the Robinson sisters, 32; *Lorric*, Carl Jensen, 28; *Tacker*, Samuel Brown, 24; Donald Parsons, 10; *Clipper*, Millard Vanderward, 10; *Goldfinch*, John Caulfield, 8; *Popeye*, Douglas Coleman, 8; *Chapril*, Richard Kendall, 4; *Lazybones*, W. P. Morse, 3; *Squirt*, Marjorie Thaxter, 2. Open Class, 2nd Division, *Gull*, Arthur Tuttle, 40½; *Miss Maine*, Clayton Clough, 36; *Wisper*, Donald Beverage, 36; *Yram*, Everett Goddard, 28; *Scud*, Granville Dyer, 27½; *Mistressa III*, R. Dyer, 20; *Periwinkle*, S. H. Brown, 10. Keel Class: *Bora*, Donald Gribben, 29; *Mink*, Heyward James, 19; *Lilliput*, Dr. Gulliver, 16; *Snipe*, Ira Sawyer, 15; *Betty Lee*, J. A. Robinson, 4; *Pal*, J. Lawrence Day, 3. Lightning Class: *Blue Chip III*, Austin Smithwick, 29; *Ginger*, Philip Davidson, 21; *Jacomo*, Albert Moore, 21; *Makai*, Nancy West, 9; *Lilla*, J. Bryant, 1. Sea Gull Class: *Warski*, W. Skillings, 11; *Frolic*, Herbert Noyes, 8; *Orion*, Milliken and Cameron, 2. Knockabout Class: *Blondie*, M. Willard, 21; *Siesta*, Forsythe Daniels, 16; *Jinx*, John Buckley, 3; *Dartmouth*, E. A. Curtis, Jr., 1.

Since the end of the regular racing, there have been a "Bang-and-Go-Back" race and some team races. In the former, Ross Cameron tried to assert *Orion's* right of way over a British cable layer which slowed up for him, got caught in the tide, and almost ran him down. The Portland pilot aboard reported that the bow lookout called back to the bridge: "Some sail boat is trying to crawl up into our hawse pipes."

The Trophy dinner and dance will be held at the Columbia Hotel on November 3rd.

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And now, here's some good news *for* Maine yachtsmen. Alf Loomis's new book, *Ranging the Maine Coast*, is a mine of useful cruising information, personal anecdotes and historical lore done in his usual amusing style. The historical portion of the book, illustrated by the maps of the Sieur de Champlain and Captain John Smith, should send many an inquiring mind to the libraries to pore over Champlain's fascinating journals. The book is beautifully illustrated by Edward A. Wilson who has put the feeling and spirit of the Maine coast into his pictures.

"Bounty"

THE BOAT OF YOUR DREAMS At a Price YOU Can Afford to Pay

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PHILIP L. RHODES,
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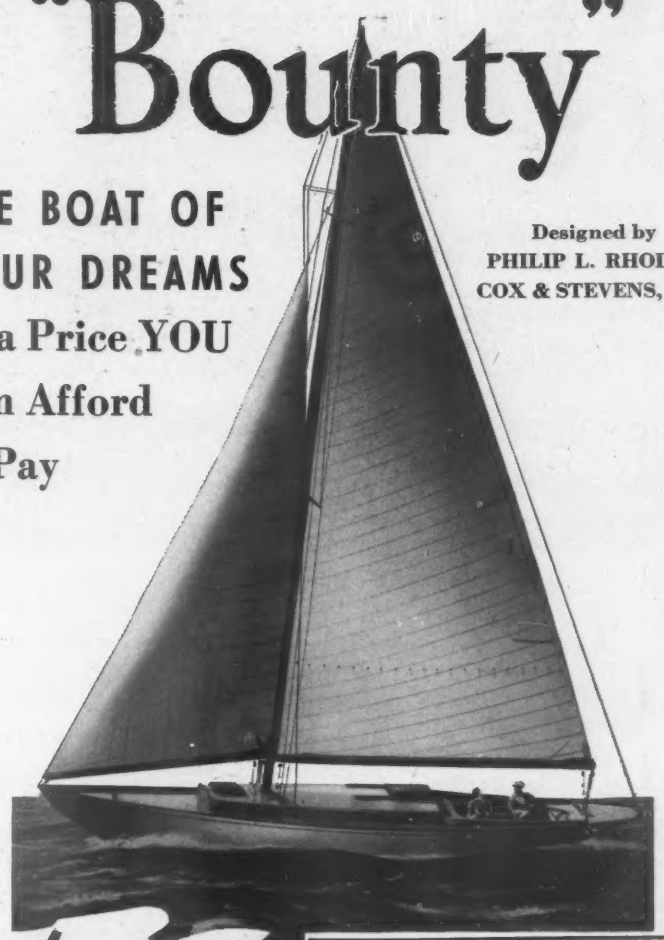

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Length overall	38′ 9″
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Beam	9′ 8″
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Sail Area	Approx. 640 sq. ft.

Sails by Prescott Wilson

Power, 25 h.p. Universal Utility Four

Accommodations — for 4 persons

THE hardiest offshore sailorman, the skipper of racing one-designs and the man who wants his cruising carefree and comfortable, will all hail "BOUNTY" as *the* all-weather, all-purpose boat . . . stiff, speedy and roomy! She's a beautifully balanced single hander!

★ 1″ Philippine mahogany planking. 1⅝ x 1⅝ white oak frames on 9″ centers. White oak keel. Comfortable cruising accommodations for four; plenty of headroom and berth room, even for big fellows. Locker and storage space galore. Completely equipped, even to Airfoam mattresses!

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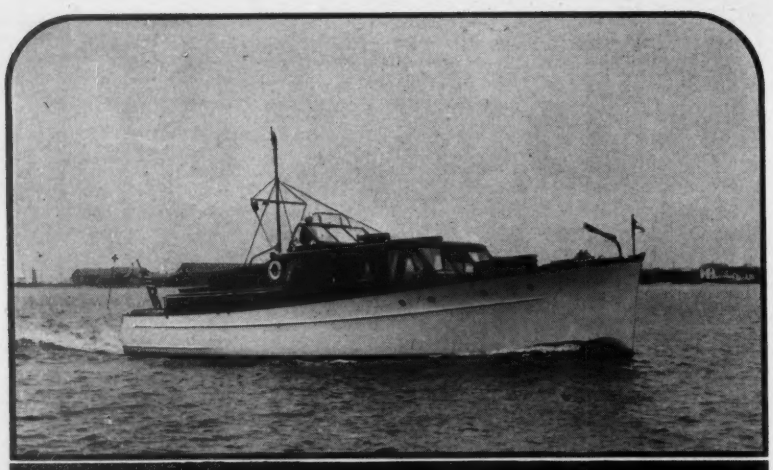
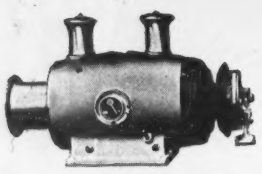


NAMENI, with A-E-CO Windlass, follows trend to "Matched Beauty"



A-E-CO Type E, No. 0 Windlass for NAMENI, a 55 foot cruiser designed by Frederick C. Geiger, of Yacht Sales and Service, Inc., Philadelphia, Pa. Built by Mathis Yacht Building Co.

A WINDLASS today must be more than a reliable, serviceable auxiliary. It must blend harmoniously with streamlined superstructures and deck appointments. A-E-CO windlasses match today's yachts in beauty, and they are thoroughly reliable.

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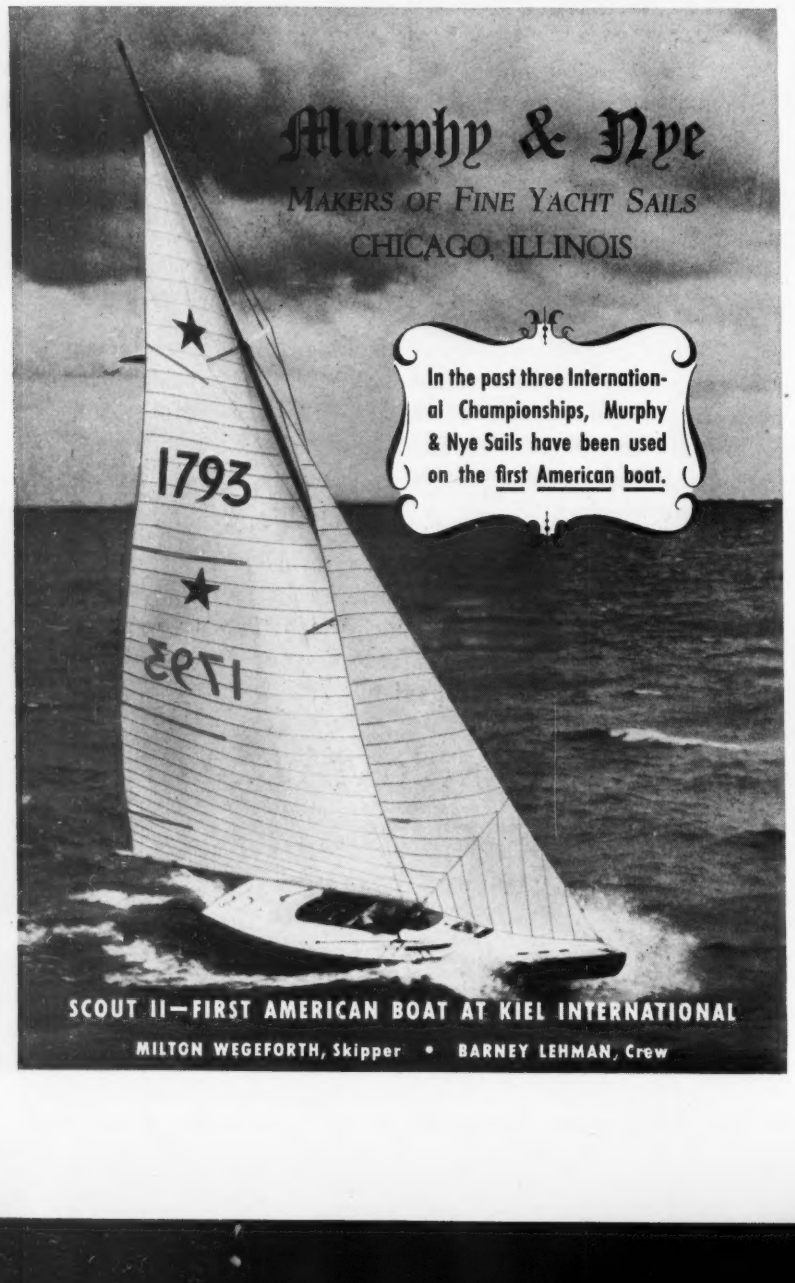
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MAKERS OF FINE YACHT SAILS
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In the past three International Championships, Murphy & Nye Sails have been used on the first American boat.
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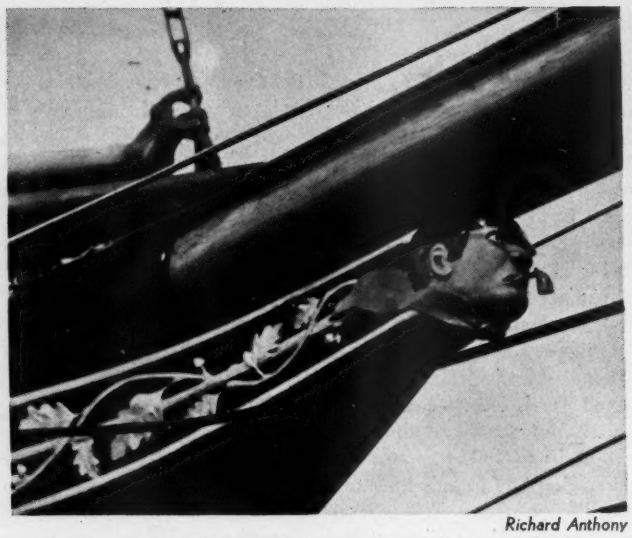
MILTON WEGEFORTH, Skipper • BARNEY LEHMAN, Crew



Richard Anthony

The head of a Patlander "graces" the bow of the new schooner "Tyrone"

MASSACHUSETTS BAY FLASHES

By Ed Earle

THERE was a heavy weather finale to the racing season at Marblehead and Boston Bay. After an absence of a score of years from the racing game, the Lynn Y.C. held an invitation regatta but a piping wind, mixed with rain, cut down the visiting list. Harry Colburn's champion *Mohawk*, from the Squantum Y.C., won in the Indian Class. The windup chowder race of the Corinthian Y.C. was sailed in a fresh nor'wester with the 30-year Class I 18-footer *Dorchen II*, owned by Albert W. Finlay, first boat to finish over the 15½-mile course. *Dorchen*, among her noted races, brought the Sumner Foster Memorial Trophy back to Marblehead from the Great Lakes in 1909 and won the Perry Centennial Class I championship at Put-In Bay in 1913. Commodore B. Devereux Barker's auxiliary sloop *Good Hope* took the Class A honors and was close to the *Dorchen* at the finish after spotting her boat some 45 minutes.

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The new sport fisherman building at the Quincy Adams Yacht Yard from Alden designs is slated to be delivered early this month to her owner, H. W. Cannon, Jr. She will go direct to Florida waters. This 48-foot over all craft is featured by rugged construction, the latest gadgets and is the last word in fishermen. The same yard is making sleds for Rear Admiral Byrd's Antarctic expedition.

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The 58-foot ketch *Reejak* has been sold from Edmund S. Kelley, of Duxbury, to Jacob D. Cox, of Cleveland and Chatham, through the office of Eldredge-McInnis, Inc. *Reejak* (ex-*Tioga*) was originally designed by L. Francis Herreshoff and built by Britt Brothers for the late Waldo Brown and later was owned by Harry E. Noyes, of Marblehead.

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The 61-foot ketch rigged motor-sailer *Hathor III*, hailing from Marblehead, owned by Sydney A. Beggs, has been acquired by George E. McQuesten, of the Eastern Y.C., through the office of E. Arthur Shuman, Jr., Inc.

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The Boston office of Sparkman & Stephens, Inc., is designing a 65-foot twin screw Diesel cruiser for a prominent New York yachtsman. The 43-foot auxiliary schooner *Hilda*, hailing from Portland, has been sold through this office to Dr. Hugh Cabot, of Needham. The newest editions of the Voyager and Week-Ender are ready for inspection at Lawley's Neponset yard, while the first of the new Privateers, which fit between the Week-Ender and the Islander Classes, is planked and will be finished in the near future. Work is progressing on the 1940 Islanders at Henry Hinckley's Maine yard and the first boat will be on display late this fall.

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Two new additions to the Stone Horse Junior 22-footers, from the designs of S. S. Crocker, are building at the Harwich Port Boat Works. The sail area has been increased and the draft deepened from 30 to 45 inches. The rest of the class will be altered this winter.

\+ + +

The biggest autumn launching was held from the Dorchester yard of

Simms Brothers when the 60-foot auxiliary schooner *Tyrone* took her initial slide. Designed by S. S. Crocker for Alexander Tener, of Pittsburgh, *Tyrone* is a distinctly individual boat from her figurehead to her blunt stern. Mr. Tener, who sails out of Gloucester in the summer, has given the graceful new craft a Gaelic note in honor of his Irish ancestors from County Tyrone. The figurehead, made from the owner's sketch, is a wooden image of an Irishman's face with upside down clay pipe and a vizored cap over the eyes. *Tyrone* is gaff-rigged and has a slightly raised quarterdeck. The decks are remarkably clear, light below coming from a few skylights and glass deck lights. The roomy engine room is forward of the cockpit and a 125 hp. Lathrop engine is installed.

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SOUND WAVES

By Lee Scuppers

FRED HORTON, who has just completed another active and successful season as chairman of Horseshoe Harbor's regatta committee, celebrated the occasion by dashing off a poem which he dedicated to race committee chairmen everywhere. Here it is:

AUTUMN LAMENT

Stow away the cannon, boys,
Lock up all your gear;
Put mothballs in the signals
Until another year.

The frost is on the punkin,
And grapes have turned to wine;
The last moss-covered Shamrock
Has staggered 'cross the line.

The markers 'round the courses
Are battered, nicked and worn,
And Nell of Execution Light
Will miss the recall horn.

The echo of the starting guns
Grows fainter in our ears.
The Sound is free of Winabouts,
Wee Scots and Buccaneers.

So lock up all your gear, boys,
Secure the blocks and falls,
'Til 1940 rolls around
And regatta season calls.

Fred should have written that and set it to music in time for the second annual race committee regatta held late in September at the Riverside Y.C. It really would have been appreciated there, provided the boys had not been too busy racing in dinghies for the waxworks championship of the Sound. Fred Hibberd and his American Y.C. confreres finished at the top of the standing and the Manhasset Bay delegation was a close second. Indian Harbor was up there in third place. It was quite an event, proving as it did that form runs for Sweeney in race committee regattas. Larchmont was represented by no less expert and highly touted a team than Jack Dickerson, the handsome cigarette advertising model; Bill Dodge, ace of the Essex fleet, and Ben Harrison, who was pretty good in his youth. This trio was a topheavy favorite in Irving Simpson's book but it ran out of the money.

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Just one week after the big boats closed formal competition at this end of the Sound, the dinghies began. It is getting so now that there is no gap in the yachting season unless a severe cold spell causes the harbors to freeze solid. The first of the dinghy racing sprees was a two-day series of team races between four Class B one-designs representing Larchmont and a similar number of Class X craft flying the Essex burgee.

They were battling for the Dinghy Challenge Cup which the Connecticut River sailors won in Bermuda in 1934 and subsequently lost to Larchmont. The races on October 7th–8th were the result of an Essex challenge. Everyone knows that under ordinary conditions the BO's are sure fire over the X's — everyone, that is, except X owners — so it was no surprise at all that in the four races sailed the Larchmont team won four times by wide margins.

Eddie Maxwell, the rising young yacht broker, won three races and had a second for the high individual score. His Larchmont teammate, Frank Campbell, had one first, two seconds and a fourth.

\+ + +

The International One-Designs, jealously guarding their reputation as the first class to start formal racing in the spring and the last to admit that the season is over, bowed out for 1939 with a three-race series that was won by Jimmy Brickell's *Allegra*. Harold White, one-time Nantucket sailor, was second with *Muskeget*, two points astern of *Allegra* and four ahead of *Feather*, sailed by Bill Cox. Corny Shields, whose *Aileen* won the last two races, wound up in fourth position, a point away from Cox because he had a twelfth in the first contest.

Allegra did not win a race but her two seconds and a third were good

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T. T. Morehead

Samuel Mays and Fred Hibberd, from the American Y.C., won the race committee regatta

enough. Art Knapp sailed her home second to *Muskeget* in the first race and second to *Aileen* in the third. In between these tests, Arthur's sister, Mrs. Allegra Knapp Brickell, steered the boat to a third in the wake of *Aileen* and *Muskeget*. White, who went into the last race with a two-point margin over the Knapps and Brickells, blew the series by finishing sixth.

+ + +

Allegra and *Muskeget*, which didn't get into the money in the regular campaigning, now have something to show for the summer. The knock-down, drag-out scuffle for the season's championship in the International Class was won by *Aries*, owned by Herman F. Whiton, a Six-Metre sailor, and raced most of the year by Bill Luders, another Six-Metre skipper.

Aries, coming up with a rush in the closing weeks, had a percentage of .797, tops among the eighteen boats which qualified. Joseph L. Merrill's *Feather*, sailed by Bill Cox, was second with .792; Bob Bavier's *Frolic* third with .761; Shields' *Aileen*, 1938 champion, fourth with .751, and Bud Moxham's *Maid of Honour* fifth with .722. That is how close the racing was in that hot class.

In the Sunday series for the Royal Bermuda Yacht Club Trophy, *Feather* won with plenty to spare over the nearest of her sixteen rivals. *Feather's* winning percentage was .907 while that of the runner-up, *Aileen*, was .860. *Frolic* was third and *Maid of Honour* fourth.

+ + +

Rope Yarns: . . . Adrian Iselin, of Port Washington, is building a new *Ace* at Purdy's and will have her ready for the winter racing in Cuba. She will carry Star Class number 1902. . . . Seward de Hart, who has raced and cruised many a mile in the old Down East schooner *Rissa*, has bought the New York 40-footer *Mistral*, which has been laid up in City Island for several years. . . . *Q.E.D.*, the radically streamlined 111-foot, triple screw motor yacht designed and owned by Anthony H. G. Fokker, caught fire and sank in the Hudson off Yonkers the night of October 7th. One member of the crew was lost. . . . H. S. (Skipper) Smith, the saltiest Port Washington Y.C., member, will conduct a class in piloting this winter for P.W.Y.C. members. . . . The Bronx Board of Trade, headed by Roderick Stephens, is putting the heat on Park Commissioner Robert Moses for a modern boat basin and yacht anchorage in Pelham Bay Park. . . . Herbert P. Loges, of Northport, has bought a fast 30-foot cruiser from Elco. . . . The sturdy steel schooner *Cerva la Bari*, which has been swinging at a mooring in Manhasset Bay since early spring, has been sold through the New York office of John Alden to Robert Gale, a Cleveland yachtsman, who is fitting her out for a cruise through the West Indies and Panama Canal to Santa Barbara. . . . Joe Bullard, one-time Atlantic Class ace at Southport, is now commodore of the East Vermont Yacht Squadron with headquarters on Button Brook, Spencer Hollow, near Springfield, Vt. . . . Stanley Ogilvy may bob up in the Atlantic Class next summer if he cannot get his Star boat *Spirit* out of Germany by that time.

"Gitana," Not "Volante," Wins Series

Our West Coast correspondent sends us a correction in the results in the cruising sloop division in the Pacific Coast Championships, sailed on San Francisco Bay August 26th–30th. It appears that in that division R. S. Danforth's *Gitana* won, and not *Volante*, as stated in our last issue. The error was due to a disqualification of the latter in one race. For the sake of the record, we are glad to make this correction.

NARRAGANSETT BAY GOSSIP

By Jeff Davis

THE Narragansett Bay Y.A. championship awards this year have gone to R. C. Martin's *Modern Times* in the Cruising Class; Mark S. Hough's Eight-Metre *Awashonks II* in Allowance Class A; Max H. Zimmerman's Fisher's Island 23-foot water line class *Azure* in Allowance Class C; and Donald Kern's National Class *Nitemare* in Allowance Class W.

Although Bob Dodds' Atlantic *Sister* actually finished ahead of *Azure* in Class C more times than *Azure* beat *Sister* to the finish line, a pair of disqualifications took the title away from *Sister*.

In the one-design classes, Bob Barningham's *Chinook* rates champion of the Indians; Avery Seaman's *Estrellita* of the Stars; the Brown brothers' *Pieces of Eight* in the Beetle cat boats; nine-year-old John Parsons' *Loon* in the Snipes; Eustice Paine's *Amis* in the Herreshoff S Class; David Cain's *Buccaneer* in the Herreshoff 15-footers; John Borden's *Kelpie* in the Herreshoff Bullseyes; and Harry Dunbar's *Memo* in the Lawley 15-footers.

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The last race of the season, the Rhode Island Y.C. annual long distance race, open to Allowance Classes A and C only, was won by Mark Hough's *Awashonks II* in Class A and Bob Dodds' *Sister* in Class C.

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On the same day, Dexter Lewis's *Circumstance*, entered from the Rhode Island Y.C., won a leg on the Warwick Country Club Challenge Trophy for cruising type yachts, and cinched it for the Rhode Island Y.C.

A week later, Commodore Charles B. Rockwell's yawl *Belisarius* beat Dexter Lewis's cutter *Circumstance* in the second annual 120-mile race for the East Greenwich Y.C. long distance trophy.

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The Bristol Y.C. has elected the following officers: Commodore, Charles B. Rockwell; vice commodore, R. H. I. Goddard; rear commodore, R. F. Haffenreffer; secretary-treasurer, Woodbury S. Polleys; measurer, A. Sidney DeW. Herreshoff; race committee, J. Peter Geddes, 2nd, Francois L. deWolf and Herleigh V. S. Tingley.

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The Saunderstown Y.C. has reëlected John K. H. Nightingale commodore; Dr. Robert H. Lord, vice commodore; Harry M. Carey, secretary-treasurer; and George Squibb chairman of the race committee.

\+ + +

Newly elected Edgewood Y.C. officers are: Commodore, Leon E. Nickerson; vice commodore, Harty F. Livezey; rear commodore, Walter E. Winters; secretary, Frederick H. Wilson; treasurer, Llewellyn W. Roffee; measurer, Arthur L. Wood. Leon H. Brower was appointed fleet captain and Dr. Earl D. Forrest fleet surgeon.

The South Swansea Y.C. officers for 1940 are: Commodore, Raymond Boyd, Jr.; vice commodore, A. Homer Skinner, Jr.; rear commodore, Martha H. Calder; secretary-treasurer, Ruth Borden; race committee chairman, Raymond Boyd, Sr. The club is planning to build a clubhouse.

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Short Takes: Power yacht *Magnet*, formerly owned by the late Charles T. Aldrich, laid up at East Greenwich for several years past, sold to the wreckers. . . . Indian Class *Meda* is now owned by Billy Schmid, 1938 Snipe champion skipper. . . . Narragansett Bay Chapter, N.A.D.A., is making headquarters this season at the Harris and Parsons yard at East Greenwich, Tom and Bob fitting up special quarters for storing boats, clubroom for the members and 4 by 4 coop for the officials, with heating plant and all modern conveniences, on the end of the wharf. . . . *Sea Dream*, 100-foot power yacht, has been bought by John M. Rutherford of Palm Beach from the Samuel M. Nicholson estate, and has gone to Florida. . . . James Armstrong, who bought schooner *Keladi* last winter, has named her *Tea Jar* after a flock of sons, daughter and grandchildren, Tom, Eleanor, Adelaide, Jim, another Adelaide and Raymond. Can you beat it? . . . Michael A. Gamino, Providence, has bought 48-foot Elco *Hope* from John Hagan, of New York. . . . Albert M. Read, Pawtucket, is now owner of the 50-foot cruiser *Shark* and is planning to spend the winter in her in southern waters. . . . Albert Lemos, his year's contract as superintendent of construction at Herreshoff's having expired, has reopened his former yard at Bullock's Point, Riverside. . . . Dr. Raymond A. Lundgren, Providence, has bought the 54-foot cruiser *Twilight II* from Johnson Bros., Newport. . . . Brown University Y.C. has two more Dyer Dinks, making 15 now owned by the institution. . . . Two Attleboro boys are repairing the sloop *Algonquin* at Stanley's, one of the hurricane victims regarded as hopeless, and doing a good job at it. . . .

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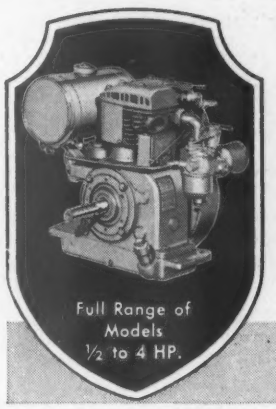

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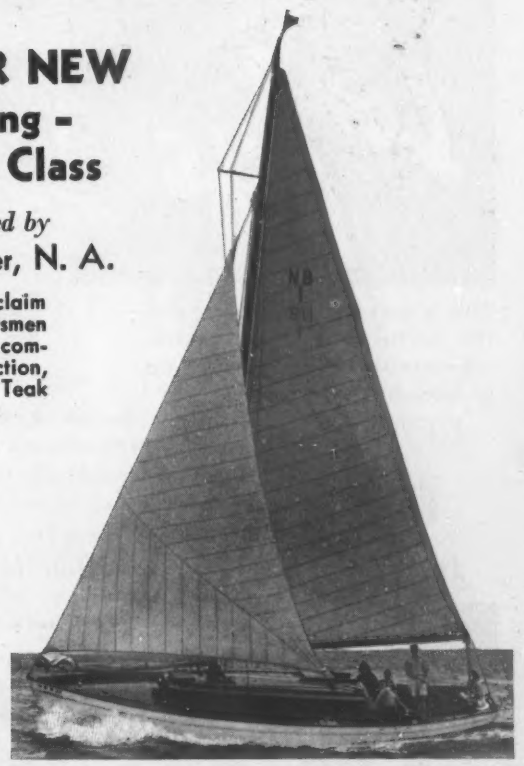

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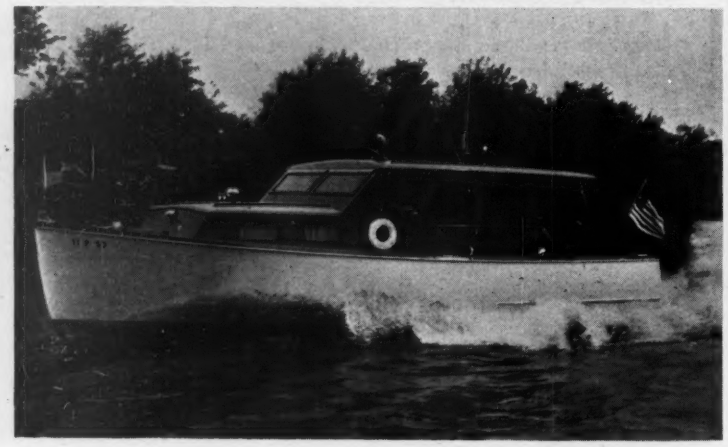

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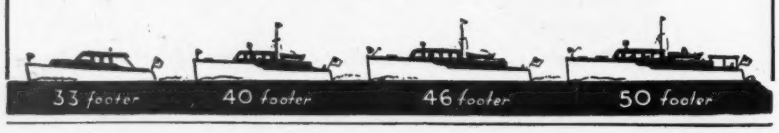

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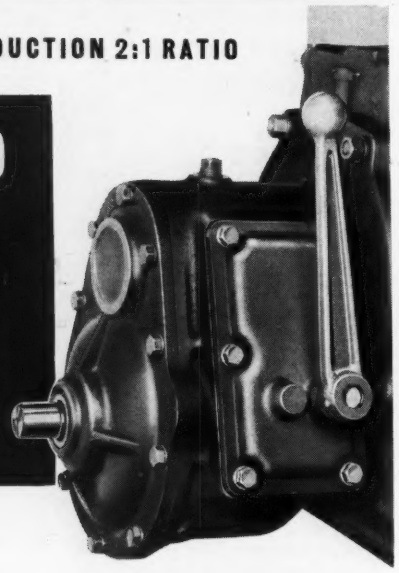

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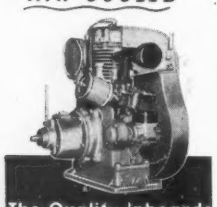

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LAKE ONTARIO NEWS

By W. Peck Farley

HARRY STEVENSON'S 60-foot schooner *Acoma*, of the Rochester Y.C., took a severe knockdown and was driven ashore near Sodus Bay in a recent squall. Fourteen were aboard, many of them women, but fortunately these were below at the time or some would probably have gone overboard. The only serious damage was a lost bowsprit. It takes quite a puff really to knock down a 20-ton schooner, not overrigged.

There is much talk of having the 1940 L.Y.R.A. regatta at Sodus Bay, with the Freeman Cup Race starting at Rochester and finishing at Sodus Bay. The Rochester and Sodus Bay Yacht Clubs would act as sponsors.

In September, the Rochester Power Squadron held a unique competition for members and prospective candidates which was designated as "Navigational Maneuvers." Commander Lucius (Bob) Gordon worked out the plan under which the Squadron was divided into two fleets, boats of each fleet being given navigational problems to solve. These were worked out on charts beforehand by a committee headed by Alexander Beach. The problems involved finding a point about two miles offshore by cross bearings and, with this as a point of departure, running three prescribed courses of specified distances. At the end of the last course, the boat was to steer for the west lighthouse off the port of Rochester and report the distance run and the true compass course to the lighthouse. Participants were forbidden to use charts. The fleet or team headed by Arthur Gosnell was the winner and Fred Gordon, Jr., in *Sinbad III*, with Craig Smith and Dave Rutty as crew, turned in the best performance.

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At the annual meeting of the Sodus Bay Y.C. the following officers were elected: Commodore, L. K. Stuart; vice commodore, W. G. Croucher; rear commodore, Harrison C. Bloomer. Trustees for three years: Terry Paton, Floyd Winegard. Delegates to the L.Y.R.A.: Robert Bloomer, Wilson Bloomer, L. K. Stuart.

A fine signal cannon has been presented to the club by Jim and Bill Olney.

In the race from Sodus to Fairhaven, the winners placed in the following order: Leon Gaussuin, J. Donald Walsh, Terry Paton, the Stratton girls.

Championship standings for the season are:
Robin Class, Bill Croucher, Tim Croucher, Peter Kemper.
Paton Series, Terry Paton, Harry Nesbit, Jim Paton.
Snipe Class, David Bellamy, Jr., "Chip" Stuart, Bill Crouthers.
Old Timer's Race, Harry Stevenson, Harry Scott, Bill Kallush.

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At the annual dinner of the Youngstown Y.C., prizes and cups were awarded as follows:

Rowland Cup, club championship, *Tycoona, Blue Moon, Spry.*

R. D. Brown Trophy, Youngstown to Pt. Dalhousie, *Tycoona, Blue Moon.*

Hill-Manning Trophy, race from Youngstown to Rochester, *Sea Lark, Tycoona, Bangalore, Blue Moon.*

The record made by *Tycoona* this year should not be overlooked. To round out a good year, she took first place in the Canadian National Regatta at Toronto.

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The Canandaigua Y.C. has elected Carl Hunt, of Rochester, commodore for the 1940 season. Other officers elected at the annual meeting are: Vice commodore, Henry F. Adams; rear commodore, Cecil Quick; secretary, Vincent Hall; treasurer, Herbert Haidt. All are from Rochester. Board of directors: Messrs. Hunt, Haidt and Burrows, with the addition of three new members, Messrs. Hoyt, White and Hall.

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Olcott Y.C. officers for 1940 will be as follows: Commodore, Dr. F. J. Moyer; vice commodore, Eugene Lerch; rear commodore, Harry Trott; fleet captain, Edward Lewis; secretary, Karl Williams; treasurer, Elliott Dix; director, Curtis Lewis; delegates to L.Y.R.A., Don Cothran and William Truesdale.

Don Cothran in the Six-Metre *Mist* won the President's Cup in Toronto.

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There is every indication that the Yankee One-Design will become the popular class at the Ashbridge Y.C., of Toronto. In this class Bob Torrance, in *Scintellante*, won the Yankee Cup, donated by Thomas Thompson, beating *Circe*, owned and sailed by Roly Alsop. The deed of gift calls for annual competition open to any Yankee One-Design on the Great Lakes, all races to be held at the Ashbridge Y.C.

DETROIT RIVER AND LAKE ERIE NEWS

By Walter X. Brennan

PER VALBOE, of Detroit, seems to be the top ranking cat boat skipper of the season after his smart sailing in the Richardson Cup races and his score for the season at the D.Y.C., which, incidentally, makes him the club champion for the fifth consecutive year. In the Richardson series, which is considered the Inter-Lake titular event, Valboe led the fleet of ten boats in each of the three races by a margin of four and a half to five and a half minutes.

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Bill Daniels, builder of V-25 cruising sloops at Vermilion, Ohio, has set out in one of these boats for the Bahama Islands with his wife and two youngsters. Daniels has a commission from the Cleveland Museum to trap and photograph bird and plant life in the Islands.

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William K. Anderson and Ralph Bean, of Detroit, now represent the Jefferson-Travis radio telephone. Both have their boats equipped with this instrument and have been giving local yachtsmen their first experience with radio 'phones on small boats. Few boats in this area are so equipped, probably because the only shore station in the area has centered its interest on commercial ship installations. With a half dozen applications on file for the establishment of stations on Lake Erie, at Detroit and on Lake Huron, another year should see much use made of the radio telephones.

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Bill Kittles, past commodore of the Bayview Y.C., Detroit, writes from Florida that he is getting his boat ready for the season at Fort Lauderdale just to make the boys at the home club feel bad.

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L. K. Wood annexed another D.R.Y.A. cat boat skipper championship last month when he beat Larry Pease, of D.B.C., and Louis Layton, of Edison. The D.Y.C. skipper won two firsts, after which the series was called off because of rough water. In the series, the skippers changed boats for each heat.

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A 40-foot ketch, from the board of Charles G. MacGregor, has been laid down at the Bingham Boat Works, Detroit. The boat is for Harry C. Smith, Jr., of Detroit, who plans an extended ocean cruise in her in 1941. Traditional old time features, such as a clipper bow, elliptical stern, deadeyes and lanyards, flush decks and 12-inch bulwarks, promise an interesting boat.

INLAND LAKE YACHTING NOTES

By Walter P. Ketter

CALHOUN, Minnetonka, and White Bear Y.C. skippers closed the season with a three-day regatta on Lake Calhoun, Minneapolis, September 8th, 9th and 10th. In the three-race series, winner of Class E was *Challenger IV* sailed by the Garwood brothers, of Calhoun. Leonard Lilly, of White Bear, bested Class C with his *Black Rhythm II*, while Bobby DeWitt, of Calhoun, led the Cub Class in *Megohm*.

All classes raced together for the opening tilt. Bill Schons, White Bear, won by a wide margin with Dick Garwood second over the triangular course. The breeze was light. In Class C, Lilly had a lead of one minute, ten seconds over Barney Warner, of Minnetonka. Walter Pratt, Minnetonka, won the Cub Class with *We're Here* and Dick Relf, White Bear, was second.

Next morning, Emmett Brennon sailed *Blue Belle* to win for Calhoun in Class C and Lilly followed him in. Cub honors went to Bobby DeWitt after Relf was disqualified. Milan McCarthy, Minnetonka, was second. After lunch, Dick Garwood brought *Challenger* in first to take the second Class E race. Harold Fischer, Minnetonka, was second in *Cub VI*.

There was just enough air to finish the windward and return courses in the third day's races. Leonard Lilly won in Class C, DeWitt in the Cub Class, while in the freakish Class E going, it was anybody's race until Harry Dye, with his *Schuss*, charged through the leaders to set up a lead that was good for victory. *Challenger* took second place.

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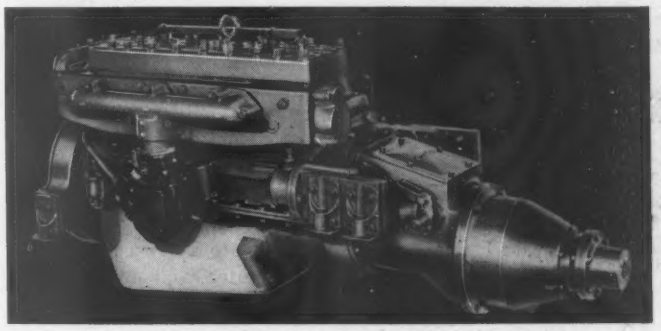
The Labor Day Handicap Race on Lake Mendota, Madison, Wis., was won by the Baker brothers in their Class E boat *Crossbones*. The course was twice around the lake, a distance of about 40 miles. A fleet of



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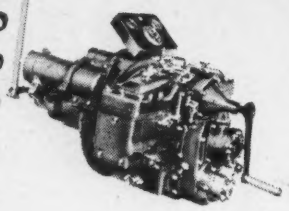

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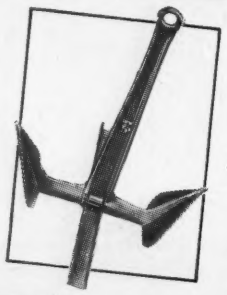

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35 boats of all types and sizes started but only seven finished, the rest of the fleet capsizing, swamping or withdrawing in the face of the hard wind and high seas.

The season championships for the Mendota Y.C. went to the following skippers: Class E, Max Kliefoth in *Ace High*. Second, the Mendenhall brothers. Class C was won by *Mercury IV*, sailed by Jerry Coe. In the Cub series, Bud Deakman was the winner.

The following officers were elected for 1940: Commodore, W. J. Bury; vice commodore, H. K. Harley; rear commodore, P. H. Porter; secretary, Lucien Hanks; treasurer, W. W. Marling.

\+ + +

Harold R. Hough will lead the Lake Geneva Y.C. in 1940. Others elected at the meeting in September were: Henry H. Porter, vice commodore; Ernst C. Schmidt, secretary-treasurer.

Two highly prized trophies are sailed for every year on Lake Geneva by the Class A scows. The Sheridan Trophy is a silver replica of an old sandbagger, the forerunner of the present day scow. This race, the entire length of Lake Geneva and return, must be sailed regardless of weather; no time limit is set. Robert G. Ferris and Henry Porter won with *Enterprise*. A. F. Gartz was second and H. N. Gifford third. Ferris has been experimenting with the rig Porter and Gartz developed last year and also a new type of bilgeboard. The Wacker Trophy, an exact scale model of a Class A boat, was won this year by H. N. Gifford over a regular course. Gartz was second and Jack Vilas third.

In the season championships, A. F. Gartz finished first, with H. N. Gifford second and Jack Vilas third. Class E honors went to Walter Coleman. Bruce Adams was second and Don Waterbury, third.

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Though the regular season closed on Labor Day, the Pine Lake skippers decided that there were too many excellent days for sailing in the fall and have started a series of "frostbite" races every week-end. Instead of the Class E and C boats, the older skippers have borrowed the Cubs of the younger members. These races have proved a lot of fun and will be continued as long as there is sufficient interest. George Brumder won the Class E championship and close behind was James Friend. Jacob Nunnemacher did not have much trouble in capturing the C Class and Anders Friend proved the best in Cub competition.

WEST COAST BUBBLES

By Waldo Drake

THE fringe of the Mexican hurricane which struck the South Coast as a southerly gale on September 24th damaged the facilities of several clubs, notably those of the Los Angeles Y.C., at San Pedro, and wrecked and sank several dozen yachts.

Among the boats sunk were William A. Bartholomae's newly-acquired 140-foot Diesel cruiser *Paragon*, wrecked at the entrance to the Balboa-Newport harbor; and John P. Hurndall's 46-foot sloop *Escapade*, Pierpont Davis's Eight-Metre *Santa Maria* and Kenneth Walker's little cutter *Tecumseh*.

The new clubhouse and service facilities of the Los Angeles Y.C. were severely damaged by seas which broke completely over the 2,200-foot breakwater, while catwalks inside the mole broke loose and did considerable damage to the anchored fleet. Sentiment among club members favors restoration of facilities, although this may be changed by tentative plan of the Los Angeles Harbor Board to create a central yacht basin on San Pedro Bay, a long pending project.

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Although she was the only yacht to finish, William L. Stewart, Jr.'s, 67-foot yawl *Chubasco* set a new record in the annual San Pedro-Santa Barbara Island race on the September 30th week-end.

Chubasco negotiated the 90-mile windward-leeward route in 14 hours 30 minutes, under press of a fresh northwester which split the mainsail of William Shepherd's sloop *Naiad* and forced Howard Wright, Jr.'s, little *Cholita* to withdraw.

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Bubbles. . . . Fred E. Lewis returned to Balboa in October from a four-months' cruise to British Columbian and Alaskan waters in his 135-foot Diesel cruiser *Stranger*. She brought back a large collection of sea-bottom biological specimens, secured from as deep as 1,500 feet with special dredges. They were collected for the California Institute of Technology. . . . The Douglas Brothers' *Altamar* is the winner of the California Y.C. fall Gold Cup series, after her only competitor this year, *Escapade*, was sunk at her moorings by the recent southerly storm. . . . With the final race scheduled for mid-October, William Slater's *Lanai* appeared certain

to annex again the Gold Cup platter among the South Coast "Sixes." . . . Charles Isaacs, heretofore owner of the 54-foot cutter *Malabar VII*, has purchased, through the Wilmington Boat Works, W. L. Stewart's 55-foot schooner *Santana*, second place winner in the 1936 Honolulu Race. . . . Felix Mills' yawl *Burrapeg*, with a standing of 95 per cent, seemed a certain winner of the Class B season trophy in the Los Angeles Y.C. 45-foot fleet, with the final trans-Channel race still to be sailed. Following in Class B were *Gallant Lady*, *Ortie* and *Patricia*. *Dolphin* had the Class A title all to herself and winner in Class C seemed to be *Allura*, with *Revelry*, *Escape* and *Vailima* following. . . . Two more deep water yacht harbors are nearing completion on the South Coast; the 1,000-foot-long basin at the new Port of Hueneme, which provided valuable haven to a score of small boats in the recent southerly gale, and the anchorage behind Redondo Beach's new breakwater. . . . The South Coast Boatbuilding Company, at Newport, is completing the eleventh and twelfth of the Rhodes-designed 33-foot sloops which have proved so popular in California waters in this, their first season. . . . Light breezes across channel attended the Los Angeles Y.C. time-honored Treasure Hunt from San Pedro to Johnson's Landing, on Catalina Island, over the October 7th week-end.

THE SOUTH SHORE OF LAKE ERIE

By John G. Robinson

TROPHY NIGHT at the Cleveland Y.C., Saturday, Oct. 7th brought out a splendid crowd of yachtsmen for the annual dinner and the presentation of prizes.

The club championship in Class R went to Lee Wilson, skipper of *Cotton Blossom*, but not all the prizes, for Bob Stecher, owner of *Puffin*, took the Lipton Trophy and Al Edgerton, of *Robin*, walked away with the Gardner Cup. With a first in every event save one, Gordon Beck was at the top in the Star Class; Bob Albrecht with his veteran *Hayseed* made a clean sweep in Class H and numbers the Winton Trophy among his prizes. In the cruiser division, the competition was particularly keen and honors well divided. Julius Sims, skipper of *Jamie*, won the William H. Hummel Trophy in the long distance event from Rocky River to Put-in-Bay; Larry James, with his *Bagatelle*, took the Roberts, Deutsch and Kiwanis Trophies, and Nev Foster and his Week-Ender *Florence D*, the Old Timer's Trophy for his performance in the Rondeau to Rocky River, across-the-lake classic. Bob Purcell was the winner in the busy Comet Class.

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Tom Bolton, of the Cleveland Y.C., has sold his Class Y sloop *Banshee* to Taylor Sutliff and Don Weaver who formerly owned the Star *Star Wagon*. Rumor has it that Bolton is figuring on an "R" for 1940.

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The 31-foot auxiliary sloop *Moonbeam*, formerly of Boston, is the latest addition to the sailing fleet of the Lakeside Y.C. *Moonbeam* was designed by Belknap & Paine and built by Frank Jesse, of Plymouth, Mass., for the late Paul Mooney, brother of the present owner, Philip Mooney, of Cleveland.

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Power Squadron activities in Cleveland and vicinity are getting under way. According to present plans, there will be at least four classes. More than twenty yachtsmen have signed up for the Junior Navigator Course.

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Members of the Vermilion Boat Club are enthusiastic about the splendid series of races sailed by National One-Design Class owners during the past season and are figuring on a number of new boats for 1940. Several Star owners may be found competing in this class next season.

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McAllister-Walther & Co., Erie, Pa., Chris-Craft dealers, have taken over the Bender Marine Corp., at the foot of State St., Erie. The Bender Marine Corp. maintained a splendidly equipped yard, showroom and shop. Shop facilities and storage yard are to be enlarged and improved.

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Harold Kneen, sail fleet captain of the Mentor Harbor Y.C., sent out a questionnaire recently on the subject of a one-design racing boat to replace the various types racing under division one. Opinion seems to favor a boat

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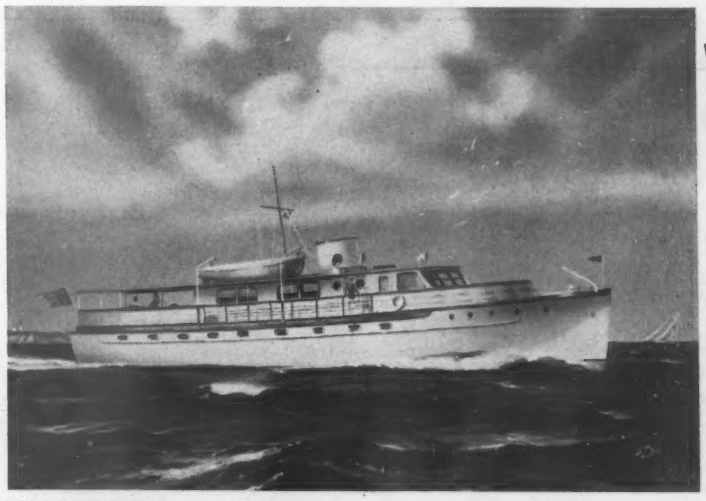

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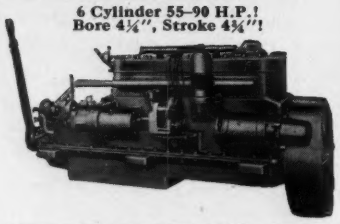

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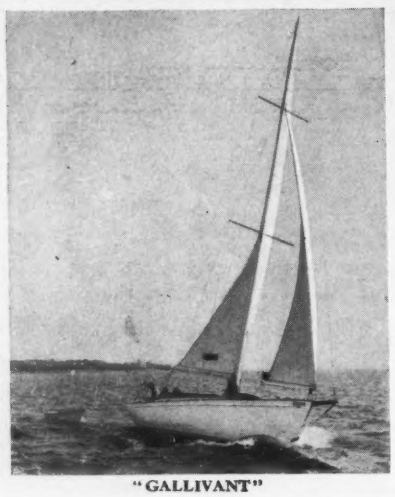

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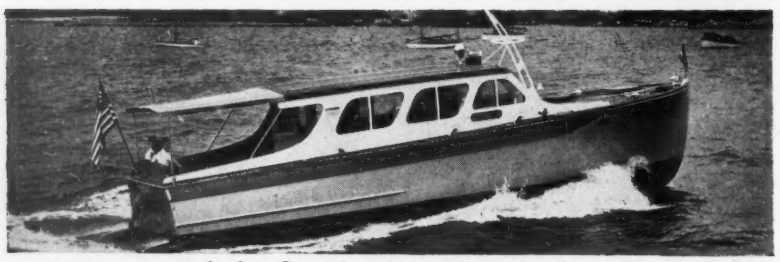

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with an over all length of 23 to 24 feet, of keel type and open cockpit. This looks like an opportunity for some builder who can furnish a boat of this type suitable for Lake Erie use.

Harbormaster Stiles Smith has entirely rebuilt the marine railway at Mentor and it's all ready for the hauling out season.

Thomas H. Jones and R. R. Higgins, of the Mentor Harbor Y.C., have placed orders for Rhodes "27's," the new Fishers Island class boats, with Herman Lund, well-known Erie builder. Mr. Jones has sold his Class R sloop *Cheemaun* to Leif Jonassen, of Mentor Harbor.

CHESAPEAKE BAY ACTIVITIES

By Bugeye Bill

THE Maryland Y.C. opened a fall series for cruising and racing boats early in October. The initial race was sailed in a strong northerly out at the mouth of the Patapsco River. A fleet of ten yachts raced over a two-lap, 14-mile course. Cruising yachts, in this opening race, were led by Dr. Sam Hoover's 34-foot yawl *Manako* from nearby Sparrows Point Y.C. New to the Bay this year, the cutter *Alsumar*, owned by Dr. J. Thomas Nelson, Maryland Y.C., was second. The 50-foot ketch *Choctaw*, skippered by A. J. Fisher, was third. She is also from the Sparrows Point Y.C. The weather was just right for the Bay's three Class Q sloops and they placed one, two and three in the racing division. First was F. M. Stevenson's *Lorelei*, next came the veteran *Vingt Trois*, owned and sailed by Wayne and Harry Neild, and third was Martin Alvey's *Mary*.

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The Six-Metre *Indian Scout*, J. Miller Sherwood's blue-hulled racer from the Gibson Island Y.S., in winning the final race of the season's second series late in September, made it seven straight victories. Equally consistent was his brother John's *Silroc*, which accounted for six second places, having missed one race. Carroll Williams' *Cherokee* placed third in this series. These three finished in the same order in their earlier series of seven races. The *Scout's* major wins this season included the Whiting Trophy, the Love Point-Swan Point Race, the Stevens Memorial Trophy and the Gibson Island-Oxford Race.

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For two consecutive weeks early last month bad weather and calms dogged a large fleet of small boats entering their sixth fall series sponsored by the Potomac River Sailing Association, in Washington. With the opening race rained out, a double-header was ordered for the following week. Light airs that tapered off to hours of calm caused the second postponement of five of the seven class events. Only the 20-footers and Comets were able to get over the shortened course within the time limit.

A growing class of 20-footers now racing under rules of the newly-formed Twenty-Foot Class Association were led by the eight-year-old *Lady Avon*, sailed by Judge Prentice Edrington, Capital Y.C. Second and third places went to Dr. Albert Pagan's *Kan Doo* and Harry Humfeld's *Spray*.

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Another new one-design class has cropped up in this area, an 11½-foot Rhodes-designed dinghy aptly named Penguin. Nearly a dozen of the boats have been built by Washington and nearby skippers since last winter when Bill Heintz, former commodore of West River Sailing Club, and others first called a meeting of interested yachtsmen. Subsequently, the group organized the Penguin Class Association. A number of skippers have promised to join in an informal frostbite series this winter.

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The Indian Landing Boat Club, on the upper Severn River, opened its fall series of races in light airs over a course in Round Bay. Winners in this early October race were Gene Scharf, with *June Bug*, Comet Class; Dick Bartlett's *Vim*, National One-Design; Jack Miller's *Jabo*, Handicap Class; L. Christopher in the new and fast Severn One-Design, a local boat.

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The advisory committee of the Chesapeake Bay Y.R.A. met late in September to formulate plans for its annual meeting, December 2nd, at a place to be designated. . . . Herbert Budlong, of the Corinthian Y.C., Washington, has purchased John Alden's old *Madame X* and is sailing the Class X dinghy in the Class C handicap there. . . . Heintz has sold his veteran Alden-designed sloop *Kippewa* to Fred Riebel, Jr., of Sherwood Forest, Md. . . . The Hartge Brothers, of Galesville, Md., are reported planning the building of some 25 boats of the 20-Foot Class this winter. . . . To encourage newcomers to sailing, the P.R.S.A. has been staging a series of informal Saturday afternoon races.

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REEF POINTS FROM EASTERN CONNECTICUT

By Walter Rowe

THE fall racing of the Off Soundings Club still seems to be dogged with bad weather. This autumn, fog on the run to Montauk and light, variable winds on the course to Block Island upset the form sheets. Bob Moore's new 48-foot Stephens cutter *Perroquet* is a fast boat and won in Class A but Bob English, whose little yawl *Dolphin* was first to Montauk, had the cruise in the bag when all the big boats up ahead got a fine fresh breeze on the run to Block Island while the little fellows behind were becalmed.

The fleet tied up at Champlin's Dock Sunday night and by Monday morning a 40-mile northeaster put the boats through a ballet dancing routine seldom equalled on any stage. Excellent seamanship and mutual assistance prevented any serious damage. Sam Jones' cutter *Shirley Too* finally pulled out with just a double reefed main and led the procession away from the dock and the boys had a real sleigh ride back to the mainland although a group stayed on and caught even worse weather the next day, finally limping back to home ports on Wednesday.

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The Essex Open Class Association, organized a year ago to provide handicap racing on the Connecticut River for sloops up to 25 feet in over all length, ended its second season with a dinner and prize awarding at the old Riverside Hotel in East Haddam. Doug Sangster took top honors as well as class prize with his Lightning *Hold Tight*. Clinton Scholes won in the 150-foot sail area division with his Cape Cod *Sinbad* and young Earl Brockway was first in the small boat group in his *Little Dipper 3rd*, which he designed and built himself. The Recorder's Cups were won by Wright McCallip and Brockway and the Attendance Award by Miles Bruning.

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A year ago the eastern Connecticut shipyards were still clearing away the debris after the hurricane. Now the yards are all building new sheds, railways and storage facilities to augment the rebuilt quarters of last year. In other words, business is good in the yards from the Connecticut River eastward in the Nutmeg State. All available undercover storage has been taken in spite of a new shed at the Essex Boat Works, the new storage facilities at the Saybrook Yacht Yard and a big new shed under construction at the Mystic Shipyard.

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The Royal Bermuda Dinghy Challenge Cup was raced for off Larchmont with the Essex Y.C. in the challenging role and the Larchmont Y.C. defending. Two four-boat teams in Class X and BO boats competed. Sam Wetherill, F. W. Cole, Jr., Bill Dodge, and Scotty Isdale sailed for Essex and Frank Campbell captained the Larchmont team of Dick Maxwell, Jack Keashan and Ed Maxwell. The score was: Larchmont, 87; Essex, 58.

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Spindrift. . . . Jim Chamberlin, of New Britain and York, finally took delivery of his Little Sister from Seth Persson's yard and has named her *Shearwater*. She sailed in the Off Soundings cruise. . . . Donald Keefe, of New London, has ordered a new Star from Whitney Stueck at the Saybrook Yacht Yard and will race her at Shennecossett next year. . . . The Mystic Ship Yard is building eight 14-foot International dinghies for the U. S. Coast Guard Academy. These dinks are similar to the Uffa Fox boats recently acquired by the Naval Academy and presage some team racing between the service schools. Mystic also has an order for a Star from an Illinois skipper. . . . The Eastern Connecticut Y.R.A. had its annual meeting at Essex and reëlected Fred Winslow, Stan Hope and B. H. Reeves to their old jobs. The annual regatta was set for August 6th, 7th and 8th, with Pine Orchard or Sachem's Head the probable location. Fisher's Island Y.C. please note — and schedule the annual cruise so as not to conflict. . . . Robert D. Scott, of New Haven, owner of the fast cruiser *Bonita* that makes Essex her home port, has purchased the Elco 53 on display at the World's Fair as a part of the R.C.A. exhibit. *Bonita II* will go to Florida for the winter, returning to the Connecticut River next spring. . . . Bob Moore's new *Perroquet* is painted green — and what a green! She was so far ahead on the Off Soundings race to Block Island she was out of sight but you could *hear* that green paint job screaming in the distance. . . . The Essex Y.C. fall series of dinghy racing was resumed, after a schedule of nothing but team racing to train and select the team that went after the Bermuda Cup at Larchmont. The fourteenth invitation regatta for the Roosevelt Trophy, emblem of the Class X championship, will be held November 11th and 12th, at Essex. . . . Dr. Cliff Scott has the old *Lenita* completely replanked and expects to be cruising in the *Dove* next summer. Another gift of the hurricane and flood, which, with some hard work, will be better than ever.

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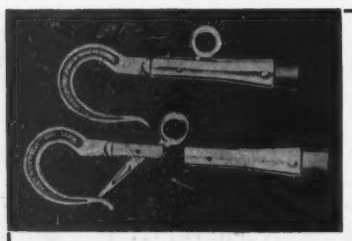
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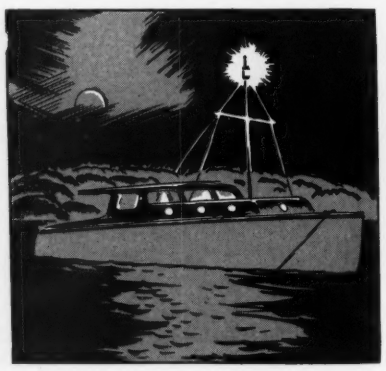
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LUX FIRE PROTECTION

New Yacht Basin on Inland Waterway

YACHTSMEN making the trek south this fall on the inland waterways south of Norfolk will find a new yacht basin at Wrightsville, N. C. Completed recently by Marine Service, Inc., it has a 250-foot dock with four-

teen slips alongside and a large basin with a depth of about 9 feet. There are two 100-foot railways and repair and boat building facilities.

Facilities include hot and cold showers and deckhouse lounge. Water, ice, telephone and telegraph services and galley provisions are available. Motor transportation to Wilmington, eight miles distant, is provided for visiting boat owners. Fueling service is by electric dock pumps and includes Essomarine gasoline and Diesel fuel. Essomarine lubricants are available.

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Willis Manufactures Akerite Rubber Shaft Bearing

THE E. J. Willis Company of 93 Chambers Street, New York City, has recently taken over the manufacture and distribution of the Akerite Marine Rubber shaft bearing which made its debut at the 1938 Motor Boat Show. This bearing, the invention of E. S. Aker, is water lubricated, easily replaceable, and due to the fact that the rubber bearing surface turns with the shaft, there is absolutely no shaft wear.

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The Anchorage, Inc., Moves to Larger Quarters

THE Anchorage, Inc., of Providence, R. I., headed by Bill Dyer, announce that they have moved to larger quarters at their boat yard in Warren, R. I. This organization, famous for their building of Dyer Dinks, has built over six hundred boats during the past eight years and their volume has necessitated this expansion. By moving the dinghy building, lock, stock, and barrel, from Providence to Warren, this consolidation makes the Warren plant one of the most complete and efficient marine establishments in New England. A Providence showroom will be maintained.

The "Fifth Avenue" and the "Beekman Place," two of the fleet of six Elco-built yachts which have been engaged in transporting some 60,000 passengers between the Fairway Yacht Club at East 53rd Street, New York, to the World's Fair yacht basin during the last six months. The boats have stock 41 ft. Elco hulls and the fleet has made the ten-mile trip upwards of 7000 times without once having to be towed in. The boats are powered with Chrysler and Lycoming engines and have been operated at a cruising speed of about 15 miles. Their gas consumption has averaged 12.5 gallons per hour

The Ritchie Globe Underlit for TRUE

NAVIGATION

Dome top magnifies card for easy reading— New dynamic card and magnetic system assure accuracy.

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E. S. RITCHIE & SONS, INC.
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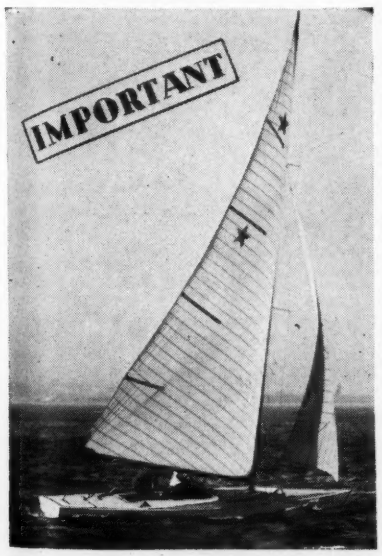

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STANDARD STAR

. . . Younger Sister to the World Famed HUBBARD De Luxe STAR

Now . . . at lower cost, enjoy the pleasure of owning a champion in this companion ship to the renowned Hubbard Star . . . same speed, same sturdy construction, completely equipped, ready for sailing — but, with a few extra trimmings eliminated, you save $200. Available for Fall delivery at..... **$1195**

Send for literature including South Coast Star Hardware and Fittings Catalogue

THE SOUTH COAST COMPANY
NEWPORT BEACH CALIFORNIA

Racing on the Potomac

(Continued from page 31)

craft, pumping them out and towing the casualties to the Navy Yard. The Coast Guard cutter *Calypso*, one of the 165-footers, served as committee boat and her officers and crew were busy all day and half the night. Aubrey Bogley and a hard-working race committee ran the regatta in creditable style.

C.H.H.

Keen Sailing Ushers in the Regatta

While the power boat races drew crowds that filled the stands along the shore of Hains Point and furnished the thrills of the Thirteenth Annual President's Cup Regatta, it was the sailing races, staged during the week-end preceding the power events, that drew the larger fleet of boats and the greater number of contestants. It also furnished the keenest of competition to between three and four hundred sailors who manned the 129 craft that made this event the largest, in point of numbers, that ever raced on the Potomac under the shadow of the Washington Monument, visible from all parts of the course.

Growing steadily year by year since racing was revived at Washington under the intelligent sponsorship of the Potomac River Sailing Association, this year's fleet compares with 49 sail that turned out in 1935. From far and near they came, fully one-third of the large turnout coming from distant points, some from as far away as Long Island Sound, Elizabeth City, N. C., while one came from Puerto Rico. This last was a Comet Class sloop, sailed by young Luis A. Santaella, of San Juan.

As if in compensation for the miserable weather of the year before, when the leading edge of a West India hurricane nearly washed out the regatta, better conditions for this year's racing could not have been asked for. The first day's race of a three-race series was sailed in a fine true southerly wind that blew straight up the Potomac from Alexandria, of twelve-mile strength or better, that sent the big fleet over the course in fast time, all the boats finishing early enough to get the crews ashore at the Corinthian Yacht Club in time for the afternoon and evening entertainment.

On the second day, with races sailed both morning and afternoon, skippers and crews found a fresh northerly breeze blowing down the river, of from fifteen to eighteen miles' strength, that gave promise of a hard dusting and soaked clothing. And the promise was fulfilled. It was grand racing, however and, as the largest classes in point of size of boats were the 20-footers, the little fellows had all they wanted, especially the canoe classes, which saw several capsizes before the day was over. In point of numbers, the Comets turned out the largest number of sail, twenty-three of these little sloops being packed on a rather short starting line when their gun went.

The classes sailed on the Potomac are chiefly for open boats and there are some fine little craft of this type to be found there. Among them are the 20-foot round bottom division, the 20-foot chine boats, the Albatross, Hampton, Comet and Snipe classes, sailing canoes, and two handicap classes of mixed variety. This year a new class was added, the Penguins, little 11½-foot dinghies of Rhodes design, which turned out an even dozen starters and furnished the closest of racing.

So much for the background and setting. In the actual racing there were several excellent performances turned in by some of Washington's crack sailors.

Outstanding was the performance of Judge Prentice Edrington in sailing his *Lady Avon* to three straight wins and in turning in the fastest time over the five-mile course made during the regatta. William White, another Washington skipper, won two of the three races in his *Frolic* to take honors in the hard fighting Comet Class. Edward K. Merrill, of Riverton, N. J., was only four points behind him in the final standing. In the little Penguin Class, W. W. Heintz, of Alexandria, one of the class sponsors, ran away with three firsts to win the series by a wide margin.

Winners of first, second and third prizes in the series follow:

20-Foot Round Bottom Class. *Wings*, 22.1 points; *Babs*, 21.1; *Challenger*, 19.0.

20-Foot Chine Class. *Lady Avon*, 21.3; *Sea Witch II*, 18; *Puddles*, 13.

Albatross Class. *Hawk*, 18; *Raven*, 15; *Sabre*, 9.

Comet Class. *Frolic*, 72.2; *Shufly*, 68; *Scandal*, 61.

Moth Class. *Stormy*, 41.2; *Imp Too*, 40.1; *Challenger*, 35.

Penguin Class. *Judy*, 41; *Mrs. Cripps*, 27; *Jungle Jitney*, 22.

Hampton Class. *Revenant*, 18.3; *Sapphire*, 14; *Lesa*, 11.

Snipe Class. *Rainbow*, 35.2; *Cygnet III*, 34.1; *Mye-Own*, 29.

16-Foot Class. *Flying Cloud*, 9.3; *Miss X*, 4.

Canoe Class. *Black Streak*, 15.1; *Banshee*, 14.1; *Twenty*, 13.1.

Handicap A. *Spray*, 25; *Kiki*, 19.1; *Sandpiper*, 19.

Handicap B. *Intrepid*, 63.1; *Bubble*, 57; *Gypsy*, 53.1.

Handicap C. *Snooks*, 19.1; *Ilwanani*, 19; *Kitten*, 18.

Jack Marsh and Arthur Cliphane did a fine job of handling the large fleet.

H.L.S.

The CASEY 40′ Keel Yawl

The CASEY 40′ keel yawl sleeps six people. Can be had also with Cutter or Ketch rig.

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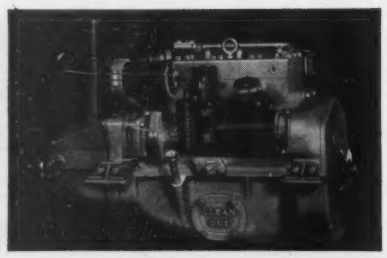

CATALOGS (1) Gray Gasoline Engines, 26 models, 52 pages; (2) New catalog of Gray Marine Diesels. Please specify which you desire.

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DU PONT **DULUX**
REG. U. S. PAT. OFF.
MARINE FINISHES

Fittings—Good and Bad

(Continued from page 33)

mast to avoid windage. If this cannot be accomplished, fairleaders may be screwed at intervals on the forward side of the spar. This keeps the halliards forward instead of alongside the mast, and has almost the same effect as leading them inside.

Spinnaker cups should be on a track so that they can be raised or lowered as desired. They should be equipped, especially on ocean racing yachts, with pins or lanyards to hold the pole securely in the socket, preventing it from flying loose and lashing about.

The jumper shrouds should be led far enough down the mast to be adjustable from the deck. Headstays should also be led to an easily accessible turnbuckle, preferably of a type that may be cranked taut or slack in a few seconds. Such an arrangement makes it easy to hook or rake the mast while racing, thus giving maximum speed in all strengths of wind and on both windward and leeward courses. Also useful in this connection are the mast rakers used by the Stars. These, by several turns of a wheel, can hook or straighten the mast in a few seconds and so change the draft.

There are so many different forms of good backstay fittings that the best one can do is generalize on the subject. All large boats need either a tackle led to a cleat, or to a winch where additional power is required. Smaller boats, however, in which the strain is less severe and speed of handling is placed at a premium, should use the faster, efficient slide and catch arrangement, by which the runner can be tightened and secured in a single swift movement. If these are used, see that the catch is of sufficient size so that it holds securely.

Those which have a number of small teeth to hook on to are especially bad since the catch is apt to jump from its shallow connection. Also, with so many small teeth to catch on, it is impossible to hook the same tooth each time and a uniform stress cannot be obtained. Stanley Turner's *Migs* lost her mast at New Orleans last spring when her runner slipped from one of the many catches on the slide, but this type of fitting was immediately changed. When she won the Atlantic Coast Star title, in August, the backstay slide had a single large-sized catch.

(To be Continued)

Close Racing at Marblehead

(Continued from page 47)

CHAMPIONSHIP STANDINGS

Name	*Starts*	*Eastern*	*Season*
25-RATING CLASS Q			
Robin	17	.639	.683
Cara Mia	16	.685*	.630
Taygeta	12	.611	.454
INTERNATIONAL EIGHT-METRES			
Venture	18	.642	.634
Armida	16	.636	.593
Thisbe	11	.639	.458
Marbett	9	.278	.324
INTERNATIONAL THIRTY-SQUARE-METRES			
(14 Competitors)			
Evanthia	20	.898	.8238
Moose	20	.731	.8220
Valiant	18	.677	.700
Viking	19	.651	.609
Ellen	18	.601	.583
Roulette II	20	.526	.580
Lill-Singva	18	.436	.547
Oriole	19	.525	.515
Taaroa	18	.396	.460
Mitamar	17	.353	.340
Brilliant	16	.173	.215
INTERNATIONAL ONE-DESIGNS			
Pompano	19	.740	.695
Oomiak	20	.679	.655
Periwinkle	19	.557	.635
Woodcock II	18	.545	.543
Kungsornen	20	.463	.503
Gone Away	18	.480	.461
SOPHOMORE CLASS			
(4 Competitors)			
Twinx	18	.849	.921
Goon	17	.546	.537
Lorelei	17	.650	.486
CLASS T, 14-FOOTERS			
(9 Competitors)			
Crown Prince	19	.926	.847
Amboy	18	.761	.630
Ilex	20	.632	.620
Tcha	20	.615	.569
Hukwa	19	.279	.547

* Winners, Eastern Y.C. Championship

Name	*Starts*	*Eastern*	*Season*
M-B CLASS KNOCKABOUTS			
(10 Competitors)			
Sea Dog II	19	.867	.6986
Evanthia	19	.594	.6984
Taira	20	.698	.689
Nabob II	19	.680	.609
Firefly	20	.528	.543
Chinook	18	.384	.504
Caprice	19	.490	.496
Sunbeam	18	.216	.297
TOWN CLASS			
(28 Competitors)			
Brilliant, Jr.	20	.824	.843
Good News Too	20	.874*	.777
Buddy	20	.802	.764
Mons Meg	20	.750	.751
Tip Top	20	.606	.619
Muscha	19	.497	.586
Tynyah	17	.743	.581
Nancy	18	.577	.549
Flirt VII	19	.403	.504
BRUTAL BEAST CLASS			
First Division (5 Competitors)			
Pokey	19	.778	.719
Argo	20	.540	.635
Sea Biscuit	13	.419	.4333
Leda	15	.494	.4324
Second Division (9 Competitors)			
Tarzan	19	.732	.804
Baa Boo	19	.758*	.755
Sea Toy	17	.686	.687
Rip Tide	19	.616	.581
Third Division (12 Competitors)			
Bob White	17	.804	.828
Swifty	20	.829*	.778
Sea Nob	12	.611	.48744
Red Pepper	14	.509	.48739
Lickerty Cut	14	.468	.48661
Fourth Division (8 Competitors)			
Thistle	19	.800	.795
Wee Winkle	13	.688	.619

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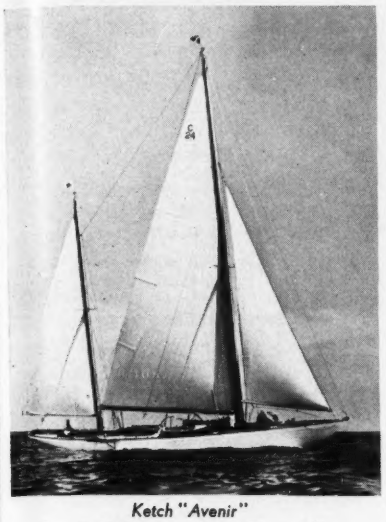
by McCLELLAN



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Red Cross Roll Call
November 11-30, 1939

Send your memberships to: MINING & SMELTING GROUP, NEW YORK CHAPTER American Red Cross, 315 Lexington Avenue, New York *or your local chapter*

The Coast Guard Reserve

(Continued from page 40)

will probably also be Flotillas of party boat operators, fishermen and maybe others.

The Coast Guard has been extremely helpful, and in many cases extremely patient and forbearing, to yachtsmen. It patrols our races and tows us in by the hundreds when we break down or run aground. And, incidentally, Coast Guard records show that about 90 per cent of the distress calls are the direct result of poor seamanship and poor equipment on the part of motor boat operators.

The establishment of the Coast Guard Reserve is aimed primarily to encourage education and improvement in this latter respect. If it gets the coöperation it deserves from yachtsmen, it may be the means of saving us from that always-threatening bugaboo — the strict regulation by law of motor boat operation which no yachtsman wants but which the reckless and the incompetent may bring upon all of us if they hold the wild courses which some of them have steered in recent years.

Around the Cabin Lamp

(Continued from page 20)

out, and looking at him didn't make me feel any better, either. If the stokehole was Hell, the bunker was some special corner of Hell kept for hard cases. Ten minutes was about all a man could stand and the place was full of men, all shoving coal along like the Devil was after 'em. There was the black gang and deck gang and even a couple of stewards. Right inside, the first assistant was swingin' a shovel with the best of 'em and when I stepped in he just picked up a shovel and stuck it in my hand.

I didn't figure what the Chief was up to, either. Most times they try to smother a bunker fire with steam or drown it out — not that either usually does much good. But the Chief was goin' at it his own way and at first I didn't get it. They'd strung lights in the bunker so there was a bit of light, but you couldn't see much, anyway, and all you did was shove the coal along, shove the coal along, till you streamed sweat and your muscles ached and you thought every minute you'd pass out.

I don't know how long I'd been at it. It couldn't of been long but I felt about ready to quit — only I knew I couldn't till they carried me out — when somebody up for'd hollered something I didn't catch and the Chief came boilin' past me like a hooked barracuda.

"What's going on?" I asked the first.

"They've found the hot spot!" he told me.

Then I got it. Instead of goin' about it the usual way, the Chief was trying to lick it by finding the fire and burning up the hot coal. I remembered I'd heard of it bein' done but I never put much stock in it; it sounded too screwy. Finding the fire in a bunker is like finding a dime in ten feet of water. I heard the Chief yell: "Pass along the hose, lively!"

The first reached out and grabbed the nozzle of a hose lying just outside the bunker and started to drag it up, me passing along the bight of the hose. And the men started streaming out of the bunker. Pressure was turned on and right away came the roaring hiss of steam as the water hit the red hot coal and the bunker filled with steam so you couldn't see nor breathe. Everybody was out except the Chief, the first, and me — and I'd like to've been, only I didn't dare let go the hose.

After a bit I felt the hose give a kind of a kick, and the first yelled: "Somebody bear a hand here!"

I looked around and saw "Hinglish 'Arry" standing in the entryway. "C'mon 'Arry," I yelled, "trouble for'd!"

I took a deep breath and held it, and started for'd with 'Arry right after me. We found the Chief stretched out on the floor plates, and the First lying across the hose, which was still pouring a stream into the coal. I couldn't see any more fire but I didn't stop to look much, anyway. We grabbed the Chief by the heels and dragged him out and a couple of the black gang, who were still on their feet, went in after the First Assistant.

We stretched the Chief out, and I started back into the bunker but everything started to go around and get foggy, and I don't remember anything more till I came to with the wind down the ventilator making me think I was on a cool beach somewhere.

The fire was out, they told me, and I could hear the Chief in the engine room, talking to the Old Man on the voice tube. I heard him chuckle:

"Well," he said, "some of that coal looked worse than the rest, so I put the worst where I could find it — just in case."

"Yeah," I thought, "just in case!"

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(30′ auxiliary sloop)

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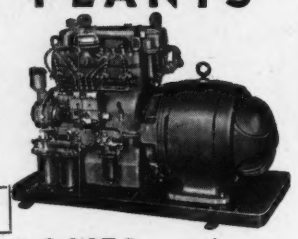

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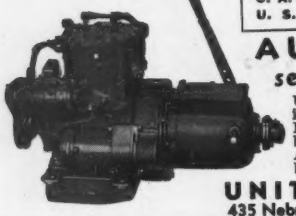

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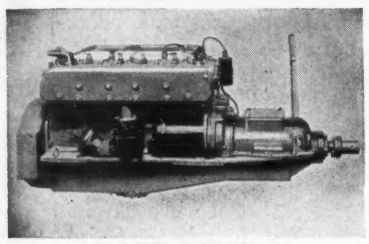

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Barnegat's Yachting Season

(Continued from page 58)

WINNERS SEASON CHAMPIONSHIP

Boat	Skipper	Percentage
Moths, 11 entries		
Snig	Edwin M. Lewis, 3rd	77.5
Ching I	Justin Schlichting	75.4
Sue II	Samuel Hazard	53.0
Snipes, 26 entries		
Bandit	Jack English	94.3
Rip Tide II	Fred Scammell	89.4
End Run	Lou Elverson	79.0

Turner Trophy won by Harry Hooper's *Shadow*

17-Foot Catboats, 10 entries		
*U and I**	Robert Price	85.6
*Stepn Fetchit***	Larry Runyon	74.2
Sea Maid	Craig White	63.3

* Won the Chance Cup
** Won the Thacher Cup

Class A Sneakboxes, 45 entries		
*Wigwam***	L. Clifford Lewis, Jr.	94.5
Pegasus	Bruce Crane	85.2
*Tern II**	Ed Ramsdell	76.5

* Won the Admiral Eli LaVallette Trophy
** Won the Orchard Cup

Class E Sloops, 8 entries		
*Wind Song**	Samuel V. Merrick	83.3
Esperanza	Runyon Colie, Jr.	51.5
Alita II	Mrs. Morton Gibbons-Neff, Jr.	48.5

* Won the Wanamaker, Doan, Stanger, and Atkinson Cups
Cacouette won the Wolstenholm Trophy

Class B Sneakboxes, 22 entries		
Fan Tan	Charles Ill	91.0
Tee Tee	Brookfield Gilman	75.1
Flapper	John Benedict	72.8
Class A Catboats, 5 entries		
*Bat**	Edw. L. Crabbe	83.3
*Mary Ann***	Harry Newman	64.8
Spy	E. T. Van Sciver, Jr.	50.0

* Wanamaker, Morgan, Middleton Cups
** Sewell Cup, Toms River Y.C. Challenge Cup

Class G Sloops, 17 entries		
*Scud**	Robert L. Brightman	86.3
Mouette	L. H. Rogers 11	79.1
Colleen II	Gilbert Rose	67.5

* Won the Governor Hoffman Trophy

Comets, 25 entries		
*Seaweed**	W. Lynn Hendrickson	97.0
Flash	G. S. Law	71.4
Amberjack	E. Adams, Jr.	69.5

* Won the Dilworth Trophy

Stars, 5 entries		
*Sue II**	F. T. Brooks	93.5
*Teaser **	Clifford Grover	60.6
Lure	Karl Schoettle	55.6

* Won the Zurn and Valspar Trophies
** Won the Bamberger Cup

CHARLES E. LUCKE, JR.

Matthews' Fiftieth Anniversary

(Continued from page 51)

boat sufficiently sturdy to take the punishment she might meet on such a cruise. The Matthews Company designed and built him a boat, which was called the *Detroit*. She was a 35-footer, and was launched in May, 1912. A new departure, and to many seemingly a pretty tiny craft to cross the broad Atlantic. But she did it — in twenty-one days and sixteen hours from Vineyard Haven to Queenstown!

That achievement did no harm to the Matthews reputation and, during the period of America's participation in the First World War, subchasers, hulls for seaplanes and other auxiliary war craft slid off the Matthews ways in a steady procession.

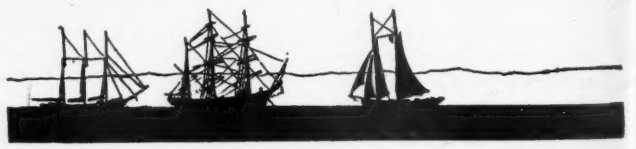
In 1924, the character of the Matthews business underwent a vital change. Up to that time, except for the work done for the government, output had been practically entirely in custom-built jobs. Now the company began to turn out "stock cruisers." Of the start of this venture, Mr. Matthews has said:

"We called our new boat a cruiser, but the trade called her the 'Cornfield Boat.' Our friends had a lot of fun at our expense, as they explained the Matthews' Cruiser was built in the middle of an Ohio cornfield!"

Only a short time after the introduction of the Matthews stock cruiser, the Florida real estate boom got under way and the boats sold like hot cakes to the newly made millionaires. But fortunately, as the Florida boom did not last forever, the Matthews market was not restricted to that area. Its trade was world wide and the business grew to proportions which must have astonished the man who had literally started business in the cellar of his home! Today the Matthews plant spreads over twenty-seven acres along the Port Clinton waterfront.

There, a veritable army of shipwrights can be found — men of a profession with many jealously guarded traditions. There is hardly a man in the lot who does not boast from fifteen to thirty years' experience in his calling. Many began their apprenticeship in the Matthews yards when the founder was yet a young man, and are still there to help celebrate the fiftieth birthday of the founding of the business.

Production of the Matthews plant is now limited to 34-foot, 38-foot, 46-foot, and 50-foot cruisers, with a total of twenty different models. The company has travelled a long way since that day, fifty years ago, when Scott Matthews launched his first boat in Bascom Creek.



Is Your Engine Well Mounted?

(Continued from page 56)

No matter how an engine is mounted, all tubes, pipes and wires which lead to it should be installed so that they are not in a position to be stepped on or otherwise abused. The wiring on and to an engine should be correctly planned and carefully installed with an eye to protection from moisture. High tension ignition wires which run through pipes or wire manifolds must be especially well insulated since the inside of the metal wire carriers often collects dew over night and does not dry out as fast as the rest of the engine. Poorly insulated or cracked wires within a metal wire carrier are a cause of hard starting.

The controls for the clutch, choke, throttle and spark should be of a type not easly disarranged by a little vibration or engine movement. Light, wire type controls, such as run on open pulleys, are not recommended. No matter what type of control is used on the carburetor, spark, choke and clutch lever, control mechanisms must permit full travel of all parts. The tubes or cables that lead to the clutch lever should permit at least 20 per cent more travel of the lever than is necessary for full engagement in ahead or reverse position. In this connection, remember that clutch plates and reverse bands "wear in" and increase the travel of the lever which controls their action. This extra lever travel must be provided for; the length of linkage, etc., must be planned with an eye to the increased travel which will come with wear of the internal rubbing parts. It is a safe rule, and at the same time a wise rule, to make all controls twice as strong as seems necessary.

An important thing, overlooked all too often in engine installation, is ample accessibility. Easy access to the starter, generator, fuel pump, carburetor, distributor or magneto and all other parts should certainly be provided when possible, as these points call for periodic inspection.

Fuel tanks should be carefully installed in accordance with the recommendations of the National Fire Protection Association, Marine Section. Properly installed fuel tanks and gasoline feed lines are good life insurance. Fuel tanks should be installed so that when they are being filled they will vent their fumes overboard and not into the bilge. Never start an engine in a room full of gasoline-air mixture. Even with the best installations, the engine room may have fumes in it. To get rid of these fumes, have the engine room fitted with an approved type exhaust blower. This blower should draw air from the bottom of the room, that is, it should have its intake on the floor of the engine room and should discharge outside. One mistake sometimes made in the installation of safety blowers is that they are placed on the roof of the cabin and remove only the hot air overhead. Gasoline fumes are heavy and settle down in the bilges so that an exhauster on the cabin top does little good in clearing away the dangerous fumes.

The engine room or compartment must be provided with plenty of air so that the engine can breathe freely. It is not commonly realized that an engine draws in huge quantities of air as it runs. For instance, an engine of 450 horse power may use about 1,000 cubic feet of air per minute in burning its gasoline; thus, this engine should be installed in an engine room with enough air supply to handle at least 1,000 cubic feet of air per minute, and preferably two or three times that amount. Engines installed in a small, tight compartment, such as is found in runabouts, are often run in a constantly choked manner.

Hard starting, weak spark, slow turning electric starter and other electrical troubles are often caused by having the storage battery placed too far from the engine. Because of the low voltage generally used, the battery should always be installed so that as short a cable as possible is run to the starter. If the starter button is quite a distance from the starter motor and battery, use a starter relay mounted on or close to the motor. With this set-up, the heavy cable is run directly from the battery to the motor as short as possible. Then, light wires are run to a switch at the control position. When the starter button is pressed, a current flows through the light wires and energizes an electromagnet which, in turn, closes a heavy set of contacts and allows the battery current to flow to the motor. If long cables are necessary, they must be made as heavy as possible. When a battery is installed, the terminals should be spotlessly clean and the cable attached, after which the clamp and pole should be coated with a thin film of light grease to prevent corrosion and breaking contact. The grease should not be put on before complete contact is made and clamps tightened.

While it is highly desirable from a line loss standpoint to keep the battery as close to the engine as possible, it is necessary to see that it has proper protection. It is a good idea to mount the battery in an insulated lead-lined box close to the engine, with a cover that makes a good fit. The leads are then run through holes in the side or top of the box. The box should be ventilated to allow passage of the gases generated when the battery is charged.

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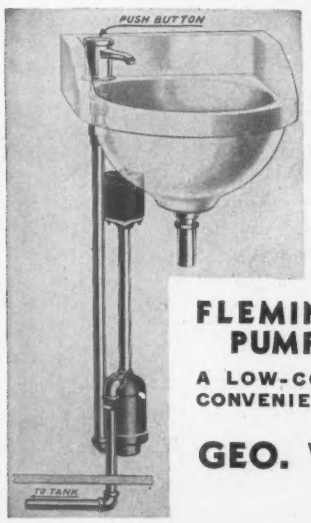

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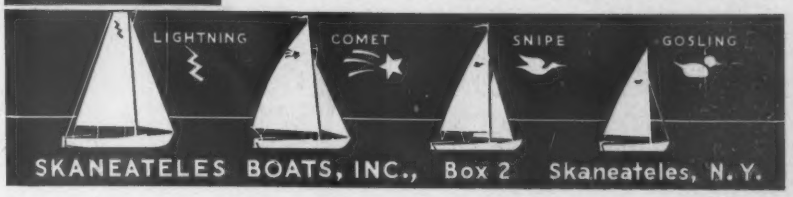

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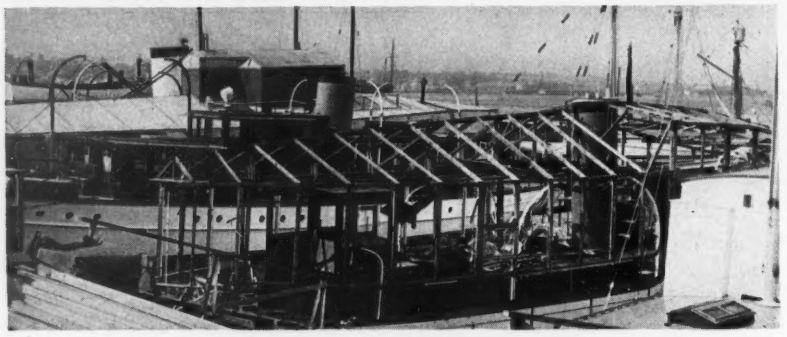

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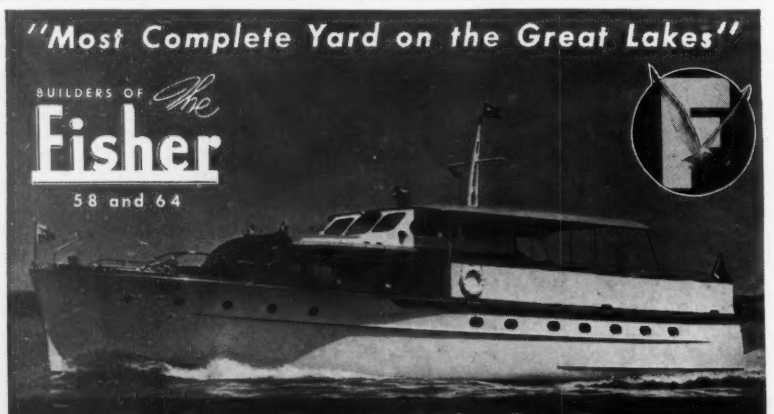

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DETROIT

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With "Sea Fox" in the West Indies

(Continued from page 29)

chart, Lew took *Sea Fox* into the tricky harbor of Fajardo without a qualm. Lew certainly is a most amazing seaman. He can smell his way from one end of the West Indies to the other and can take a cross bearing over his compass without any sights and come within a quarter-point every time. It requires more than brains to sail as he does; it takes an instinct possessed only by men born to the sea.

After the doctor and harbor master had boarded us for inspection, we went outside again to dump twenty tons of sand ballast; the following day, we took on forty tons of lime. That was one of the nastiest jobs I ever hope to contend with. The mate ran the donkey engine, Lew guided the gaff and I carted lime with the crew in the hold. Breathing was impossible without a damp handkerchief over the mouth. By the time the day's work was over, the black crew looked like albinos and I confess I resembled them startlingly. Romain, the passenger, was ashore all day, refusing, as usual, to have anything to do with the work. Lew had developed quite a contempt for him. It is usually understood that *Sea Fox's* passengers are to lend a hand. Romain, however, not only refused to touch the cargo but went so far as to shun so small a thing as a jib sheet; he obviously considered any manual labor beneath his dignity.

The next day, being Sunday, we loaded no more lime. So we drove across the island to San Juan, 40 miles away. The town was full of sailors and marines, participants in the maneuvers being carried out by the United States Navy. Thus things were gay for a Sunday. I wondered if the picturesque natives, strolling about in their Sunday best, didn't consider Uncle Sam's playful boys equally picturesque; they certainly had the right.

Returning to *Sea Fox*, we sailed the dinghy outside the harbor to a small island stocked with cows, pigs and goats, all running wild. There we swam and loafed on the beach, soaking up all the rest we could get for the morrow's loading. That night I made some pancakes for supper. Rickett was enormously interested and begged me to teach him how to make them. He could neither read nor write so I spent an hour helping him memorize the recipe. The following morning, he proudly placed before us a dish loaded down with pancakes — each of them at least an inch thick! This deviation, however, seemed to disturb him not a whit and, when questioned concerning their condition, he only wagged his head: "Me old; memorandum no good."

Monday morning we took on another lighter-load of lime. We were expecting two more loads but, when at three o'clock they had not appeared, Lew went ashore to investigate. The misunderstanding straightened, they promised the loads for six o'clock. At ten, they still had not appeared so we turned in, only to be awakened well after midnight by loud shouting. Up on deck we found the two lighters alongside. By 4:00 a.m., we battened down the hatches, full to the deck with the filthy stuff. We were loaded so low that the portlights were under water.

We cleared at noon Tuesday and headed out Veight Sound. The sea began to kick up after we had been under way for some hours and, heavy as she was, *Sea Fox* took green water over the bow with every other plunge. Despite the rising wind, the dead weight of the cargo rolled her over to windward on more than one occasion. Forecastle and galley, of course, were flooded but it was here that old Rickett was a shining light. However bad the weather, he always managed to have meals right on the dot and his Negroid-Chinese features remained as impassive as ever, quite unaffected by the turmoil in his galley.

Thursday morning, we cleared Montserrat and trimmed down for the 40-mile beat up to Antigua. We dropped anchor in St. Johns Harbor at 1:00 a.m. Friday morning but, because all the lighters were employed by a steamer, we were unable to discharge the lime until Saturday evening. It was with considerable relief that we saw the last of it. Lime is a nasty cargo at its best; it took hours of washing to clean out the dust which had sifted into every crevice on board, even to the ceiling of the cabins.

Sunday, we borrowed an 18-foot lighter and, with the motor boat, towed her in to the beach for sand ballast. One load, however, was a bit over capacity and, when a breeze sprang up, whipping up a steep little chop in the harbor, she began to ship water. Lew yelled to the two men on the lighter to shovel off sand but, though he shouted himself hoarse, they persisted in trying to bail, which was futile since the sand soaked up all the water. A few minutes later, the lighter was six inches under the surface but the men still continued to bail despite the fact that the whole harbor was on top of them.

We rescued the shovels and, returning to *Sea Fox*, sailed her over to the lighter, now fifteen feet below the surface. There we made the cargo hook fast to the fore throat halliard and Lew swam it down to the lighter, hooking it into the

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ring bolt. With the halliard on the anchor windlass, we pumped away. It came up slowly at first but, once started, we had the bow above the surface in a jiffy. We shoveled the sand out of the bow, hooked the main throat halliard on the stern of the lighter, hove her up, shoveled and bailed her out and, tying her astern, we called it a day.

Monday morning, we finished loading ballast, taking care not to overload the lighter this time. By mid-afternoon we had our papers and at six we were winging out of the harbor for home with a strong breeze on our beam. We had the devil's own time all the way to Barbados. It blew hard enough to make us douse the foresail but, as soon as we got to leeward of Guadeloupe, the wind lightened, so that to make headway it was necessary to set it again. Once out of the island's lee, the wind swooped down with redoubled fury so off again came the foresail. Dominica's mountains drained us of wind once more, so up went the foresail, only to go down again at the southern tip. This became rather a monotonous procedure after several islands had been passed. But, sailing light as we were, Lew did not want to take her out into the full breast of it to windward of the islands so there was no rest for the weary crew. By the time we rounded Martinique and slanted up for Barbados, I was ready to drop from exhaustion.

At eight o'clock Wednesday night, we sighted the light on the northern tip of Barbados. We slipped quietly into Carlisle Bay at 1:00 a.m. and dropped anchor inshore of the steamer *Aquitania*, a huge, thousand-eyed monster, ablaze with life and music, a symbol of the life to which I was returning with so heavy a heart.

Class Will Tell

(Continued from page 45)

could save her time over two old Thirty-footers, Sam Pirie's *Oriole* and Fred Woodworth's *Variant* . . . *Oriole* finally slipping across the line less than a minute ahead of *Variant*. Eleven boats made up the class."

Repeated attempts of N.Y.Y.C. members to find a replacement craft for New York "Thirties" had met with scant success in 1913. Obviously, the "Fifty" of that year was a great deal more boat and really not in any sense a logical successor. Further, a fleet of but nine boats permits few withdrawals if it is to continue as a ranking racing class. The thirteen New York "Forties" built three years later were also considerably bigger and not enough of an improvement on the "Thirties," carrying, as they did, the same gaff rig. Their excessive beam, only one inch less than that of the "Fifties," made them wonderfully comfortable, able craft but they had difficulty in saving their time against the "Thirties."

It was not until 1935, when most of the "Thirties" had either been shipped to other waters or become the property of skippers not members of the N.Y.Y.C., that a successful move was made to build a new one-design class that, in both size and general design — modernized, of course — would take their place.

After negotiations, Sparkman & Stephens were selected to design the N.Y.Y.C. "Thirty-Twos" and Nevins was given a contract for twenty boats. Many of the most famous names in yachting were original purchasers and, in the spring of 1936, the fleet started to write a new page in history. It may prove as brilliant as the "Thirty" history but can it be as sustained?

Whether a strict one-design or restricted class does the most for the sport is, and probably always will be, a debatable question. Both have their vehement proponents and supporters. The one-design unquestionably develops sailormen as it puts a premium on skillful handling. Obviously, however, it discourages development by prohibiting innovations in hull design or sail plan. On the other hand, it assures an owner against rapid obsolescence of his craft by the construction of newer and faster boats of the same rating. The whole argument really becomes a question of which is the more important, a contest of skill between sailors or a contest of skill between designers.

A marvelous record, considering the countless hours of relentless competition, cruising and hard driving offshore over a period of thirty years, lies in the fact that I can find no single instance of any major disaster in connection with a N.Y. "Thirty." Many a mast has gone overboard under some non-compromising skipper; many a keel bears the marks of chance-taking navigators; a "Thirty" was once struck by lightning; but never, in the memory of the older owners, has an accident in the class resulted in serious consequences.

Strange things have taken place, too, in the ownership and naming of "Thirties" in a score and a half years of racing. Number 13, originally *Minx*, discarded the name in favor of *Phantom*, while No. 12, originally *Neola II*, became *Minx*. J. Rogers Maxwell sold *Phryne* to C. N. Wetmore, bought her back and later resold her to Wetmore. He, in turn, sold her to Commodore J. P. Morgan who raced her successfully for years, sold her to George Nichols and then repurchased her

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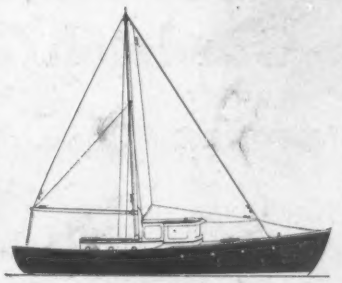

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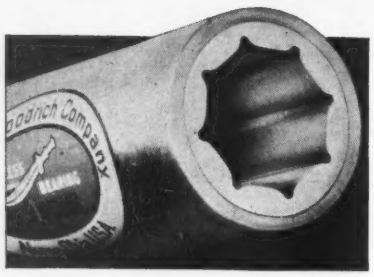

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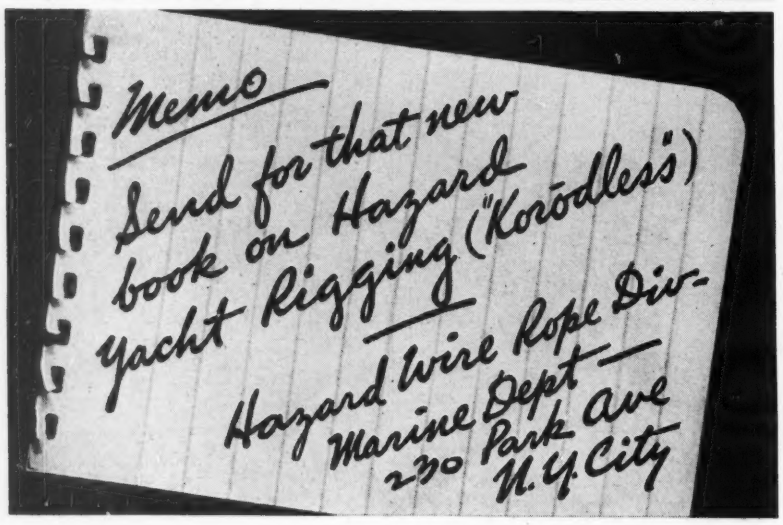


from M.V.B. Wilcoxson. Mr. Morgan later sold her to Dr. Teusler, of Tokio. Only four "Thirties" have retained their original names through the years: *Alera*, No. 1; *Linnet*, No. 10; *Oriole*, No. 11; *Banzai*, No. 15.

The "Thirties" are no longer considered fast as modern boats go although in light airs they frequently beat the "Thirty-twos" and other larger craft. And with their narrow beam and insufficient headroom, they are not to be compared with modern racing-cruisers. However, thanks to their builder and to watchful owners, they are still seaworthy and able to go out under full sail and "take it." Some of them are today seemingly as staunch and tight as the day they were launched. This is a tribute, indeed, to scrupulous care and intelligent ownership.

The death of Sam Pirie, last summer, robbed the class of its staunchest supporter. Pirie died on the pier at Newport after a day at the helm of his *Oriole* in the N.Y.Y.C. cruise. For 15 years, he had been an indomitable competitor and his *Oriole* had won the class honors consistently during the past few seasons.

The 1939 season, however, saw renewed interest and increased activity in the class. Edmund Lang's *Banzai* won the season championship against *Variant*, *Alera* and *Phantom* as regular starters, with *Old Timer*, *Oriole* and *Lena* occasionally adding to the fleet. Ten "Thirties," including *Atair*, *Nautilus* and *Interlude*, were in commission on the western Sound and some took part in racing distance races. There were four "Thirties" in the Seawanhaka-Corinthian Stratford Shoals over-night race.

A record of present ownership follows:

Alera, No. 1, built for A. H. and J. W. Alker. Now owned by S. C. Slaughter, Larchmont Yacht Club. Present name *Alera*.

Ibis, No. 2, built for C. O'Donnell Iselin. Now owned by Lyman H. Smith, Orienta Yacht Club. Present name *Ione*.

Atair, No. 3, built for Cord Meyer (George C. and J. Edward Meyer). Now owned by H. C. Welti, Riverside Yacht Club. Present name *Atair*.

Maid of Meudon, No. 4, built for W. D. Guthrie. Now owned by A. S. Ruben, Stuyvesant Yacht Club. Present name *Interlude*.

Pintail, No. 5, built for August Belmont (August Belmont, Jr.). Now owned by Harry O. Ravis, New Rochelle Yacht Club. Present name *Lena*.

Dahinda, No. 6, built for W. Butler Duncan, Jr. Now owned by Ephraim E. Sanders, Portland, Me. Present name *Playmate*.

Tabasco, No. 7, built for Henry F. Lippitt. Now owned by Gherardi Davis, New York Yacht Club. Present name *Alice*.

Carlita, No. 8, built for Oliver Harriman. Now owned by J. W. Robson, Scituate Yacht Club. Present name *Variant*.

Adelaide II, No. 9, built for Philip H. and George A. Adee. Now owned by J. M. Odenback, Rochester Yacht Club. Present name *Amorita*.

Linnet, No. 10, built for Amos Tuck French. Now owned by Mrs. C. H. Talcott and moored at the Chester Yacht Club, Chester, Nova Scotia. Present name *Linnet*.

Oriole, No. 11, built for Lyman Delano. Now owned by H. M. Oliver, City Island Yacht Club. Present name *Oriole*.

Neola II, No. 12, built for George M. Pynchon. Now owned by E. S. Wunsch, Bay View Yacht Club of Detroit. Present name *Minx*.

Minx, No. 13, built for Howard Willets. Now owned by Dr. G. Steffen, City Island Yacht Club. Present name *Phantom*.

Cara Mia, No. 14, built for Stuyvesant Wainwright. Now owned by H. A. Calahan, New York Yacht Club. Present name *Old Timer*.

Banzai, No. 15, built for Newbury D. Lawton. Now owned by Edmund Lang, New York Yacht Club. Present name *Banzai*.

Nautilus, No. 16, built for A. G. and H. W. Hanan. Now owned by A. R. Crawford, Douglaston, L. I. Present name *Nautilus*.

Phryne, No. 17, built for Henry L. Maxwell. Now owned by Dr. Teusler, of Tokio, Japan. Present name *Phryne*.

Anemone II, No. 18, built for John Murray Mitchell. Now owned by J. A. Williamson of the Youngstown Yacht Club and shipped to Lake Ontario in 1932. Present name *Blue Moon*. Mr. Williamson wrote recently:

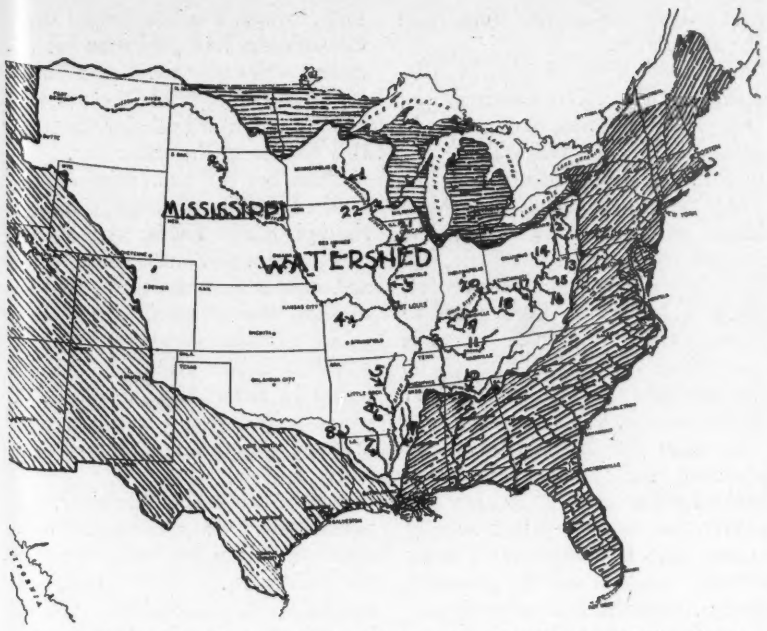
"We have had a wealth of fun and good sailing on Lake Ontario; have had the pleasure of six years of developing a number of sailors and seeing *Blue Moon*, with old canvas and quite generally inexperienced crews (outside the writer and one other), compete favorably with Eight-Metres, 'Ps,' Ten-Metres, N. Y. '50s,' etc., and in many cases defeating, holding her own or saving time on these boats."

No original buyer still owns a "Thirty" and only two, Edmund Lang and Gherardi Davis, are postwar owners. Some are no longer living, others have ceased their yachting activities while others own newer and more modern craft. None, however, will deny his affectionate regard and deep respect for the old class.

Obviously, much of the success of the Thirty-Foot Class was due to the superb character of the owners, whose intense interest and careful maintenance unquestionably lengthened both the fleet's racing career and its physical life.

Certainly, *Class Will Tell*, and this grand old class of 30-footers told an entire yachting world a wonderful tale of inspired design, choice materials, faultless workmanship and outstanding ownership. It would take such a combination to write the marvelous record which distinguishes the "Thirties."

NOTE: *The writer is indebted to Gherardi Davis for many of the factual data contained in this article.*



Rivers discussed in this issue as shown by numbers on the map. (1) The Mississippi; (5) White; (6) Arkansas; (7) Ouachita; (8) Red; (9) Yazoo; (10) Tennessee; (11) Cumberland

Hints for Inland Cruising

(Continued from page 49)

general conditions from the Division Engineer, U. S. Engineer Corps, Nashville, Tenn.

To date, six lakes have been created by the building of six dams, including the famous Wilson (Muscle Shoals) Dam. Each of these dams has locks of ample length and width for the largest yachts, and together they raise you 320 feet from the lower level, at the Pickwick Landing Dam, to the upper level, at the Chickamauga Dam, seven miles above Chattanooga.

The Cumberland River Project is completed as far as Nashville, 191 miles, and furnishes a controlling depth of 6 feet by means of six dams, each equipped with a lock. Above Nashville, 6-foot controlling depth is carried 141 miles further, to Niagara Shoals. Above that point, the project is not completed and navigation should be attempted only with full local knowledge. Information for the Cumberland is available from the same Engineer source as for the Tennessee.

Moving further south, the Yazoo River, formed by the Tallahatchie and Yalobusha Rivers (lovely names!) at Leflore City, Miss., has been made navigable for its entire length of 189 miles by dredging and removal of obstacles. There are no dams but open river navigation throughout, in a channel usually 200 feet wide with depths available for drafts under 4 feet at low water, and up to 10 feet during high water periods.

This river lies in real bayou country and, as may be surmised from the foregoing paragraph, is comparatively sluggish for the most part, lined with woods, plantations and cane fields. It finally joins the Mississippi at Vicksburg.

On the western side of the Mississippi, the mouth of the White River lies 45 miles up the Mississippi from Arkansas City. This river flows in a general southerly direction all across the State of Arkansas for 690 miles, and is navigable at low water for boats of 6-foot draft from the mouth to Peach Orchard Bluff. Above Peach Orchard Bluff, it is navigable for drafts of 3 feet for 96 miles to the mouth of the Black River. Open river navigation throughout, without dams or other obstructions. One mile below Batesville, Ark., there is a lock, and 4-foot draft can be carried from this point for 32 miles to Guion, which is the practical head of navigation.

Eight miles below the mouth of the White River, the Arkansas River enters the Mississippi. This river rises somewhere 'way up in Colorado and flows for 1460 miles through country varying from mountain gorges to flat plain, where the river's meanderings almost tie knots in it, to its confluence with the Mississippi. The allowable draft is 4 feet for winter and spring, for 117 miles, above the mouth, to Pine Bluff, and 2 feet from the middle of August to the middle of December.

The Ouachita River joins the Mississippi via the Red River, which the Ouachita joins 35½ miles from its mouth. In its lower reaches, the Ouachita is shown on some maps as the Black River, but don't let that confuse you. There is open river navigation for 6-foot draft, from the Red River to Harrisonburg, La., where the first lock occurs. Above this point, six locks provide navigation for boats of 6-foot draft during low water, as far

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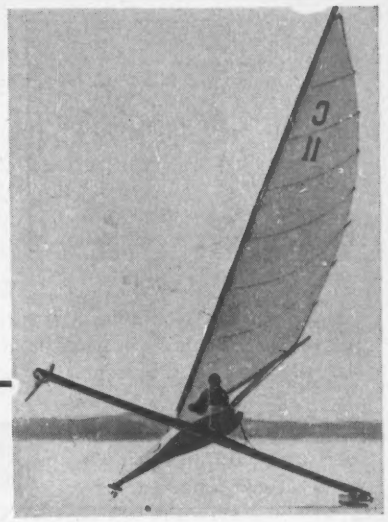

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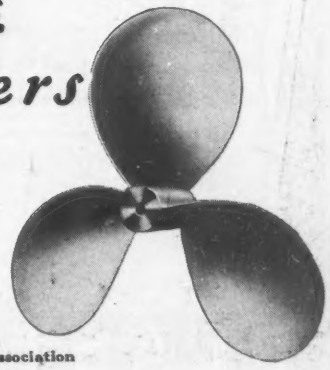

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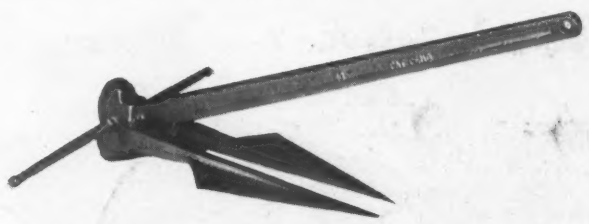

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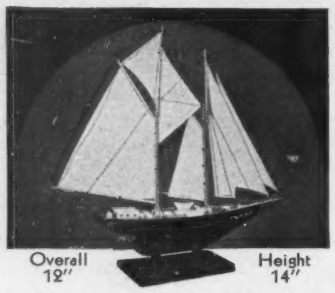

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The Red River enters the Mississippi at Red River Landing, La., and provides limited navigation to Fulton, Ark., 463 miles above the mouth. Allowable drafts at low water are: to the Black (Ouachita) River entrance, 35½ miles, 6½ feet; above that to Alexandria, under 4 feet; Alexandria to Shreveport, under 2 feet; from Shreveport to Fulton, about one foot. There is open river navigation throughout the navigable length of the Red River, without dams or locks.

It must be remembered that available depths given for these various waterways, while they are given at low water — which usually occurs from late summer to early winter — are subject to constant change. A severe rainstorm at any time will raise the rivers, just as a prolonged drought will lower them. Before entering any of the tributaries of the Mississippi, you should get the latest "dope" on conditions from the U. S. Engineer's office in charge of the district. To simplify the problem of obtaining information, here are the addresses from which you may procure it.

For the White River: Below Peach Orchard Bluff, U. S. Engineer Office, P. O. Box 97, Memphis, Tenn.; above Peach Orchard Bluff, Division Engineer, Southwestern Div., Commercial Nat'l Bank Bldg., Little Rock, Ark.

For the Arkansas River: Below Pine Bluff (116 miles), District Engineer, U. S. Engineer Office, P. O. Box 97, Memphis, Tenn. Above Pine Bluff, Div. Engineer, Southwestern Div., Commercial Nat'l Bank Bldg., Little Rock, Ark.

For the Ouachita River: Division Engineer, U. S. Engineer Corps, Vicksburg, Miss.

For the Red River: same as for the Ouachita.

For the Yazoo River: same as for the Ouachita.

For the Tennessee River: Division Engineer, U. S. Engineer Corps, Nashville, Tenn.

For the Cumberland River: same as for the Tennessee.

For the Lower Mississippi: Above Baton Rouge, La., Mississippi River Commission, Vicksburg, Miss.; below Baton Rouge, Division Engineer, U. S. Engineer Corps, First New Orleans District, New Orleans, La.

Returning, for a moment, to the Mississippi, there are no fixed obstructions from Alton, Ill. (20 miles above St. Louis), to the mouth of the river. Navigation is available for 9-foot draft or better, at all times. The principal natural hazard in this stretch of the river is at Chain of Rocks, St. Louis, where the current is extremely swift (as high as 10 or 12 knots in flood), and where you must keep close to mid-channel. The Mississippi River Commission has published an excellent series of maps of the Southern Mississippi, price 75 cents, and has a number of bulletins (free) on this portion of the waterway.

There are two main passes to the Gulf of Mexico through the Mississippi River Delta, the Southwest, and the South Pass. There are, also, numerous other passes — in fact, the Delta is a veritable galaxy of passes — varying in navigability, details of which can be found in the charts of the U. S. Coast & Geodetic Survey, procurable at any nautical instrument store.

Just to the east of the river, opposite New Orleans, lies Lake Pontchartrain, a popular body of water for yachtsmen. It is 40 miles from end to end and 23 miles across at its widest point. This lake is part of the Gulf Intracoastal Waterway system and is connected by a cut with the Mississippi, and through "The Rigolets" with the Gulf of Mexico. It is the home of the Southern Yacht Club and is the logical body of water for yachtsmen cruising the Southern Mississippi, and bound for the Gulf or the Intracoastal Waterway, to use.

PRECAUTIONS

Most of the general and ordinary precautions for inland cruising have already been covered in previous issues; there is no point in repeating them here. River cruising is river cruising and differs in interest, pleasures and hazards from any other type of cruising. There are, however, two points in connection with cruising the waters under discussion — or any other waters similar in geographical detail and climate — which it may be well to mention. First, when you tie up, or anchor, at night, pick a mid-river sand bar, or at least open country, to avoid mosquitoes and other land pests. Second, while such casualties are rare, it is customary in the Southern Mississippi country to carry snake bite antidote, of which there are a number of brands. Of course, as long as you stay aboard ship and don't go wandering off ashore, you have no worries on this point.

In connection with the general subject of precautions, however, I should like to say a word on the type of craft suitable for cruising these waters. It is obvious, from preceding discussions, that there are two major considerations for this type of cruising: draft and power. Tastes differ tremendously and it is difficult to lay down hard and fast rules. Furthermore, most people who may contemplate a cruise in these waters already have a boat.

However, there are certain minima and maxima which may be considered. I should, for example, consider 6-foot draft the maximum for any sort of comfortable exten-

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sive river cruising; and I should consider an available speed of ten knots a minimum of power, on account of the currents. With the development of man-made lakes, such as have been described in connection with the Tennessee and Cumberland Rivers and elsewhere, I should, personally, regret it if I didn't have a rag of canvas to set, so that I could occasionally turn off the coffee mill and enjoy the peace of moving under the silent propulsion of the breeze.

Those, I think, are the essentials in which I would be interested. You can go on from there and write your own ticket. Tom Sawyer had a swell cruise on the Mississippi on a raft, with a rag of canvas to sleep under. The Memphis Yacht Club boasts over a hundred craft of every description, and the Greenville, Miss., Yacht Club numbers a $30,000 motor yacht among its fleet — and that's a pretty good sized boat.

In short, almost anything that has enough power to fall back on and shoal enough draft, will do the trick.

Practical Navigation

(Continued from page 38)

your watch to the nearest minute but *fast* of the chronometer. For instance, if the chronometer is 21 minutes 19 seconds fast of Greenwich and you set your watch so that it is, say, 32 seconds fast of the chronometer, you know almost automatically that the watch is 21 minutes 51 seconds fast of Greenwich. It's easier to do one addition mentally than one addition and one subtraction. The same thing, of course, applies on the slow side.

Once your watch is set this way, it will probably vary only a few seconds a day (unless it is a poor one) and all that is necessary is to compare the second hands of the two instruments shortly before or shortly after taking a sight. If you have any choice, always try to take your sights on or close to an even hour of Greenwich Civil Time; it saves a lot of trouble in interpolating.

There is another important factor concerning the time when sights are taken. A line of position will always be at right angles to the azimuth or true bearing of the body observed. If a sight is taken when the body is almost due east or due west, the resultant line will run almost due north and south. Such a line will be of great value in determining longitude but of no value so far as latitude is concerned. Similarly, when the body bears north or south, the line will be valuable for latitude but worthless for longitude. The direction in which you are headed (your course) and which of your positions (latitude or longitude) you are most in doubt about, will determine the most advantageous time to take a sight for line of position. Following the same line of thought, if you take an observation when the body is abeam, it will tell you whether you are on or off your rhumb line; if you take the sight when the body is ahead or astern, it will tell you how far along the line you are.

Those who would like to do some work with an artificial horizon but have no chronometer need not let this fact deter them. A reasonably good watch is all that is necessary. You can always get the correct time by telephone or by listening for the signal from a radio station.

There are a few additional pointers on taking star sights which may prove to be of value when you actually get to sea. As mentioned above, the times of day when such sights may be taken are limited to the two relatively short periods of morning and evening twilight. The length of twilight varies considerably with the latitude; it's quite short in the tropics and longer as you get farther north or south. The visibility of the horizon depends not only on the length of twilight but on atmospheric conditions as well. As a general rule, it is rare to have the stars brightly visible with a good, sharp, clear cut horizon for more than ten or fifteen minutes at any one time. So, if you are going to take a string of sights on three or four different stars, you have to work fairly fast. Morning sights are far easier to get than evening sights. In the morning, the navigator can get on deck early while it is still quite dark. He has plenty of time to pick out his stars, identify them and bring them down to the horizon even though the latter may not yet be sufficiently visible to get an accurate altitude. From then on, all he has to do is to keep the star in the horizon mirror by an occasional slight adjustment of the index arm; and as soon as the horizon is sharp, the altitude may be taken. It's always easier to hold on to the star once you have picked it up and know its approximate altitude for, even though you may lose it temporarily, you can always pick it up again.

In the evening, however, the process is reversed. Then you must bring your stars down when they are most difficult to pick up and identify for they are only just becoming visible. All the time you are trying to do this, the horizon is steadily slipping away from you. The whole procedure is rendered more difficult if there is any kind of a sea running. In this event, it may be easier to point the telescope

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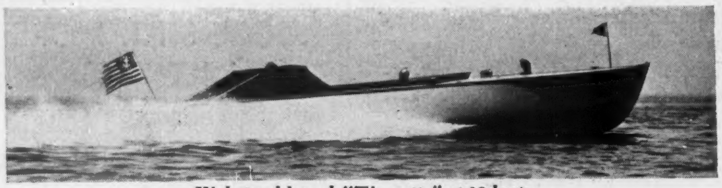

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at the star instead of the horizon, turn the sextant upside down and bring the horizon up to the star instead of the star down to the horizon.

Once you have the two together, clamp the index arm, turn the instrument right side up and proceed as usual. A good deal of time and trouble could be saved if you knew in advance about what the altitude will be. You could then set the index arm to that reading, sweep the telescope across the horizon and the star would appear in the mirror. Furthermore, since the telescope has quite a bit of magnifying power, you could see the star perhaps four or five minutes sooner than you could pick it up with the naked eye even though you knew exactly where to look for it. Thus, you not only have more time to work but a considerably better horizon to work with. This matter of pre-computing the altitude is not difficult once the line of position problem has been worked for that particular star. Perhaps an illustration will serve to clarify the point.

Suppose a yacht is at sea in Lat. 40°:00.0′ N and Long. 70°:36.0′ W on the evening of June 1st, 1939. Sunset will be about 7:05 p.m. and at 7:21 or 19h 21m 00s by the navigator's watch, an observation is taken of Arcturus. To simplify the problem, let us assume that the watch is exactly 5 hours slow of Greenwich, so that the G.C.T. of the observation is 00h 21m 00s on June 2nd. Worked out by Dreisonstok, Arcturus will have, at this time and place, an altitude of 57°:47.5′ and an azimuth of N 121° E.

Suppose the yacht, headed in a southeasterly direction, makes an average day's run of 170 miles and the next evening about the same time is in Lat. 38°:00.0′ N, Long. 68°:06.0′ W. Having made good, in the course of the preceding 24 hours, 2½ degrees of longitude to the eastward, sunset will come 10 minutes earlier and, on the second evening, the observation of Arcturus is taken at, say, 19h 11m 05s. Figured by the same method, this works out to an altitude of 59°:28.5′ and an azimuth of N 119.4° E. Following out the same procedure for the third day, with a run of about 180 miles in approximately the same direction, the altitude works out to 61°:07.5′ and the azimuth to N 117.6° E. Comparing the three successive altitudes and azimuths, it will be noted that from the first day to the second, the altitude increased 1°:41.0′ and the azimuth decreased 1.6°. Similarly, from the second to the third day, the altitude increased 1°:39.0′ and the azimuth decreased 1.8°. Obviously, you can make a pretty shrewd guess as to what the altitude will be on the fourth day or any day thereafter.

Knowing this, and the approximate azimuth as well, you can set your sextant in advance, point the telescope at the proper part of the horizon and pick up the star in the horizon mirror with infinitely less trouble than by waiting for it to become visible to the eye and then bringing it down. It takes a certain amount of practice and some slight mental calculation. For instance, in the example given above, the vessel was headed in a southerly direction and, since the star was south of the ship, its altitude would naturally increase from day to day. Had the yacht been going in a northerly direction, the altitude would have been lower each day.

The time element must be taken into consideration as well. If you are headed east, sunset and the time for taking the sight will come a bit earlier each day; if you are headed west, it will come later. And, last, there is another factor quite independent of the local time element and the ship's movement and that is the fact that the stars rise about four minutes earlier each night. Even though you were in the same place at exactly the same time on two successive nights, a given star would have a higher altitude if it were rising, and a lower altitude if it were setting, than it had on the previous night. However, these various factors do not make for large changes from day to day and a bit of practice will soon enable you to give each factor its proper weight. And, even should your guess be two or three degrees off, you can still pick up the star without any trouble as the average horizon mirror has a field of visibility of six or eight degrees.

On a recent voyage across the Pacific, I used this system with great success. Every evening I worked with the same four stars whose approximate altitudes I wrote down on a piece of paper before going on deck. I found that I could usually get all four observations with less time and trouble than it would ordinarily take to find one star and bring it down by the usual method. This is particularly the case if there is any sea running as it is difficult to bring down a faintly visible star on a small boat in a heavy sea.

To get practice in the above procedure, it isn't necessary to be at sea. Pick out a good bright star some evening and bring it down to a roof top or any other convenient object. Do this at about the same time on two or three successive evenings, keeping a record of the various results and you'll be surprised at how accurately you can estimate the altitude in advance. Then try setting the altitude on your sextant, point the telescope at the same object and you'll pick up the star in the mirror with no trouble at all.

(*To be continued*)